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No. 22,247 號裝拾肆百貳千貳萬第 日陸初月拾年巳己 HONG KONG, WEDNESDAY, NOVEMBER 6, 1929. 叁拜禮 日陸月壹拾年九廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after April 9th, 1929, until further Notice (all previous
Time Tables cancelled.)

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 M.
Kowloon Dep.	8.40	9.05	9.30	9.55	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	1.00	1.10
Yanmat Dep.	8.49	9.14	9.39	9.54	10.04	10.14	10.24	10.34	10.44	10.54	11.04	11.14	11.24	11.34	11.44	11.54	12.04	12.14	12.24	12.34	12.44	12.54	1.04	1.14
Shatin Dep.	7.01	7.26	7.51	8.06	8.16	8.26	8.36	8.46	8.56	9.06	9.16	9.26	9.36	9.46	9.56	10.06	10.16	10.26	10.36	10.46	10.56	11.06	11.16	11.26
Taiipo Dep.	7.16	7.41	8.06	8.21	8.31	8.41	8.51	9.01	9.11	9.21	9.31	9.41	9.51	10.01	10.11	10.21	10.31	10.41	10.51	11.01	11.11	11.21	11.31	11.41
Market Dep.	7.30	7.55	8.20	8.35	8.45	8.55	9.05	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35	10.45	10.55	11.05	11.15	11.25	11.35	11.45	11.55
Fanning Dep.	7.50	8.15	8.40	8.55	9.05	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35	10.45	10.55	11.05	11.15	11.25	11.35	11.45	11.55	12.05	12.15
Shang Dep.	7.35	8.10	8.35	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10
Sham Dep.	7.41	8.16	8.41	8.56	9.06	9.16	9.26	9.36	9.46	9.56	10.06	10.16	10.26	10.36	10.46	10.56	11.06	11.16	11.26	11.36	11.46	11.56	12.06	12.16
Canton Arr.	12.05	12.30	12.55	1.10	1.15	1.25	1.35	1.45	1.55	2.05	2.15	2.25	2.35	2.45	2.55	3.05	3.15	3.25	3.35	3.45	3.55	4.05	4.15	4.25

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 M.
Canton Dep.	7.17	7.42	8.07	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52	11.02	11.12	11.22	11.32	11.42
Shumchun Dep.	7.25	7.50	8.15	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50
Shauwahai Dep.	7.30	7.55	8.20	8.35	8.45	8.55	9.05	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35	10.45	10.55	11.05	11.15	11.25	11.35	11.45	11.55
Fanning Dep.	7.40	8.05	8.30	8.45	8.55	9.05	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35	10.45	10.55	11.05	11.15	11.25	11.35	11.45	11.55	12.05
Taiipo Dep.	7.44	8.19	8.44	8.59	9.09	9.19	9.29	9.39	9.49	9.59	10.09	10.19	10.29	10.39	10.49	10.59	11.09	11.19	11.29	11.39	11.49	11.59	12.09	12.19
Shatin Dep.	7.57	8.22	8.47	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52	11.02	11.12	11.22	11.32	11.42	11.52	12.02	12.12	12.22
Yanmat Dep.	8.11	8.36	8.61	8.76	8.86	8.96	9.06	9.16	9.26	9.36	9.46	9.56	10.06	10.16	10.26	10.36	10.46	10.56	11.06	11.16	11.26	11.36	11.46	11.56
Kowloon Arr.	8.17	8.42	9.07	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52	11.02	11.12	11.22	11.32	11.42	11.52	12.02	12.12	12.22	12.32	12.42

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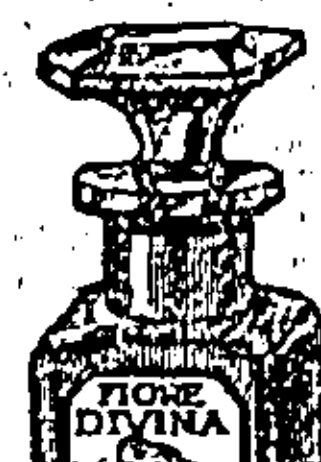
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WHERE LIFE IS AN INFERNO.

ITALY'S ISLANDS FOR POLITICAL PRISONERS.

AN INTERVIEW WITH PROF. CARLOS ROSELLI.

THREE YEARS SPENT ON LIPARI.

[United Press.]

PARIS.—Mussolini's prison islands for political prisoners are breeding places of demoralization, Professor Carlos Roselli, one of three men who succeeded in escaping from Lipari which with Ponza and Ustica form the archipelago to which suspected or convicted anti-fascists are sent, said in an interview.

"For intellectuals of strong will, life on the islands is just barely supportable," Roselli said, "but for workmen, manual labourers, and others not accustomed to mental efforts, life becomes inferno, and slowly, bit by bit, the strongest characters disintegrate."

Largest of Three.

"Lipari is the largest of the three islands. It contains other inhabitants besides prisoners and the space in which we were allowed to circulate—I spent three years on Lipari—is relatively large, being about a kilometer and a half in length, 150 meters in width. The five-hundred prisoners move in this small area guarded by almost twice their number."

"Each receives ten francs a day, or fifty cents, to pay for food and lodging, which is just about enough to enable a man to buy a few scraps and find a place in a room already occupied by several others in which to sleep. Where the prisoner has brought his family, which is not infrequent, the prisoner either starves or lives on the bounty of his comrades—if bounty is the word. A prisoner may receive money from a parent or a brother or a sister, but money coming from a friend is confiscated and the friend is arrested as an anti-fascist."

"But the punishment of Lipari is the monotony, the hours and hours of boredom, the dearth of occupation or amusement. A student can have books and paper to

write upon if he tries hard enough, but a man whose one occupation was of a manual nature turns in a circle endlessly until his mind goes, or until he takes refuge in a degrading practice of some kind."

Humiliating Aspect.

"Lipari is the mildest of the islands. On Ponza and Ustica the room for circulation is smaller than a football field. Ustica is the worst of the three for its prisoners are largely criminal, eight-hundred to be exact. It was to Ustica that my brother, Doctor Nello Roselli, an unworried historian, interested only in his scrolls and statistics, was sent when the Italian Government learned that I had escaped. In Ustica the prisoners sleep in barracks."

"On Lipari we are forced to be indoors at seven o'clock in winter, nine o'clock in summer. Terms on the island vary from one to five years. In the last three years, twenty-five hundred political prisoners have been received on one or another of these islands."

In Prof. Roselli's opinion one of the most humiliating aspects of the Italian Government's procedure is the method by which the prisoners are taken to Lipari, Ponza and Ustica.

"One day you are presented with a small yellow slip of paper informing you that you are a prisoner and will be taken to Lipari. The slip bears your name and describes your offence in the most general terms, to wit, 'anti-fascist activity.' There is no judge, no *habes corpus*, no lawyers, you are guilty without a trial and off you go."

Manacles and Chains.

"Your hands are manacled, and like the prisoners in the salt mines of Siberia you are chained together, the chain running from manacle to

manacle, and thus you tramp through the street, a warning to all timid souls who would defy the Fascist regime. You are placed in a prison train, each in a narrow cell. The train goes slow, very slow. At the end of twelve hours riding you have travelled from Turin to Milan, ordinarily a ride of a few hours."

"Chained again, you are marched to the prison of Milan where you spend three days, perhaps more. Then on a prison train again. Your food is bread and if you are lucky soup. The journey to Lipari which on a good train should not take more than twenty-four hours at most, lasts twenty to fifty days for prisoners. When the men arrive they are pale phantoms of their former selves. The first days on Lipari are a relief, there are no manacles and a man can stretch his legs. But then the boredom sets in and at the end of a year the fibre grows brittle and cracks."

"These prison islands are more humane than Lampedusa, Patellaria and Tremiti lying between Sicily and Africa which were abandoned as a result of a campaign by the British and American Press. One political prisoner remains on Tremiti. He is Amerigo Dumini, the man who was convicted of killing Matteotti."

Discussing his personal affairs the Professor said that he was grateful to the British Press for obtaining the release of his wife and elated beyond expression at her return to Courmayeur.

"My wife is now going to ask for permission to leave Italy. The Italian Government has said she will be accorded the ordinary rights of Italian citizens. This will be an opportunity for the world to see what these rights are. It is a test case."

THE HONGKONG

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Diary of Coming Events.

To-day.

(November 5.)

Shanghai Races.
Interport Cricket: Shanghai v.
Malaya, H.K.C.C. ground, 10.30
a.m.

Hockey: Club v. Punjabis,
Marina ground, 3 p.m.
Football: Div. II: K.O.S.B. v.
Somerset; R.A.M.C. v. Royal
Navy.

Miss Daisy O'Keefe's dancing dis-
play: Theatre Royal, 5.15 p.m.
Ruth Van Valey Co.: Star Theatre,
9.15 p.m.

Queen's Theatre: "The Singing
Fool" (talking picture).
World Theatre: "Sadie Thomp-
son."

Star Theatre: "Beyond the
Sierra."
Tea Dances: Hong Kong Hotel,
and Peninsula Hotel, 5 p.m.
Dinner Dances: H.K. Hotel and
Peninsula Hotel, 8.30 p.m.

Tides: High, 11.12 p.m.; Low,
6.52 a.m.
European Mails:—Outward:
Europe via Siberia (Chersoncaux),
2.30 p.m.

Thursday.

(November 7.)

Interport Cricket: Shanghai v.
Malaya, H.K.C.C. ground, 10.30
a.m.
E.A.S.M.A. meeting, 3.30 p.m.
Concert of French Music, Helena
May Institute, 5.30.

Ruth Van Valey Co. Star Theatre
at 9.15 p.m.
H.K.C.C. Smoking Concert, 9.30
p.m.

Queen's Theatre: "The Singing
Fool" (talking picture).
World Theatre: "The Kid is
Clever."

Star Theatre: "For Alimony
Only."

Tea Dances: H.K. Hotel, Penin-
sula Hotel, 5 p.m.
Dinner Dances: H.K. Hotel,
Repulse Bay Hotel, and Peninsula
Hotel, 8.30 p.m.

Tides: High, 1.47 p.m.; Low, 7.50
a.m.
European Mails:—Inward:
Europe via Suez (Rawalpindi).

Friday.

(November 8.)

Christian Fellowship Meeting,
Helena May Institute, 10.30 a.m.
Cricket: Army v. Malaya.
Meeting of Licensing Board
Council Chamber, 2.30 p.m.

Jumble Sale, Union Church Kow-
loon, 2.30 p.m.
Ruth Van Valey Co. Star Theatre
at 9.15 p.m.

Queen's Theatre: "The Singing
Fool" (talking picture).
World Theatre: "The Kid is
Clever."

Star Theatre: "For Alimony
Only."
Tea Dances: H.K. Hotel, and
Peninsula Hotel, 5 p.m.
Dinner Dances: Peninsula Hotel
and Hong Kong Hotel, 8.30 p.m.
Tides: Low, 9.01 a.m.

European Mails:—Outward:
Europe via Siberia (Rawalpindi),
10.30 a.m.

Saturday.

(November 9.)

Concession Institute: Charity
Fair, 36, Caine Road, 10 a.m. to 6.30
p.m.

Interport Cricket: Shanghai v.
Hong Kong, H.K.C.C. ground,
10.30 p.m.

Cricket:—Division II: Kowloon
C.C. v. Police (F.).
Football:—Division I: Chinese
v. Navy, Royal Artillery v. Club,
Kowloon v. Police, South China v.
K.O.S.B., St. Joseph's v. Somerset,
Div. II: University v. R.A.M.C.,
Navy v. Eastern, Leicester v. Royal
Artillery, South China "B" v.
K.O.S.B., Somerset v. St. Joseph's,
Club v. South China "A", Kowloon
v. China "A", Ewo v. Chinese "B".

Miss Daisy O'Keefe's Dancing
Display, Theatre Royal, 5.15 p.m.
Queen's Theatre: "The Singing
Fool" (talking picture).
World Theatre: "The Kid is
Clever."

Star Theatre: "For Alimony
Only."
Tea Dances: Hong Kong Hotel,
Peninsula Hotel, 5 p.m.
Dinner Dances: Hong Kong
Hotel and Peninsula Hotel, Special
Carnival, at Repulse Bay Hotel,
8.30 p.m.

Tides: High, 12.31 a.m.; Low,
10.14 a.m.
European Mails:—Outward:
Europe via Marseilles (Macedonia),
10.30 a.m.

AIR-COOLED CARS.

FRANKLIN PROVES POWERS
IN PIKE'S PEAK CLIMB.

Complete mastery of altitude and changing temperatures by the Franklin air-cooled motor was the sensation of the annual Pike's Peak hill-climbing classic in the Rocky Mountains of Colorado, and of the first long-distance endurance run ever attempted up and down the tortuous course of this famous mountain.

An air-cooled Franklin special entered in this American motor classic with "Cannon Ball" Baker at the wheel, climbed the 12-1/3 miles of steep mountain side in 19 minutes 12-1/2 seconds in an impressive exhibition of power, speed and stamina.

Again, in an even more remarkable demonstration independent of the race, an air-cooled Franklin sedan with "Cannon Ball" Baker driving, made six round trips of the treacherous course, a total distance of 150.28 miles, in four hours and 25 minutes, a feat never even attempted before. The average speed was 34.03 miles an hour. Each trip required a climb of 4,950 feet or a total of 29,704 feet for the six upward trips.

Motor experts who witnessed the exhibition declared that the grueling grind could not be accomplished except with an air-cooled engine, since the test can be compared only with airplane performance.

Every type of weather and road condition was encountered in the spectacular test. The start of the route at Crystal Creek, 9,150 feet above sea level, found a temperature of 32 degrees above zero, while the snow-capped summit, 14,100 feet above sea level, showed a temperature of only 18 degrees above zero.

From Glen Cove, the half-way point, climate conditions changed rapidly as Baker piloted his car upward into the rarified air, which is always a most severe test of the inbuilt stamina of a car. The highway from Glen Cove was banked with snow, while mud and slush taxed the roadability of the car. Within two miles of the summit, as the temperature dropped rapidly, the highway was ice-crusted and perilous, but this failed to slacken the outstanding performance of the air-cooled car.

Reaching the top, Baker immediately turned his car and piloted it down the steep and dangerous grade for the descent. Six times, without stop, he repeated the performance, and each time the Franklin developed the same rugged power necessary to conquer the famous mountain side.

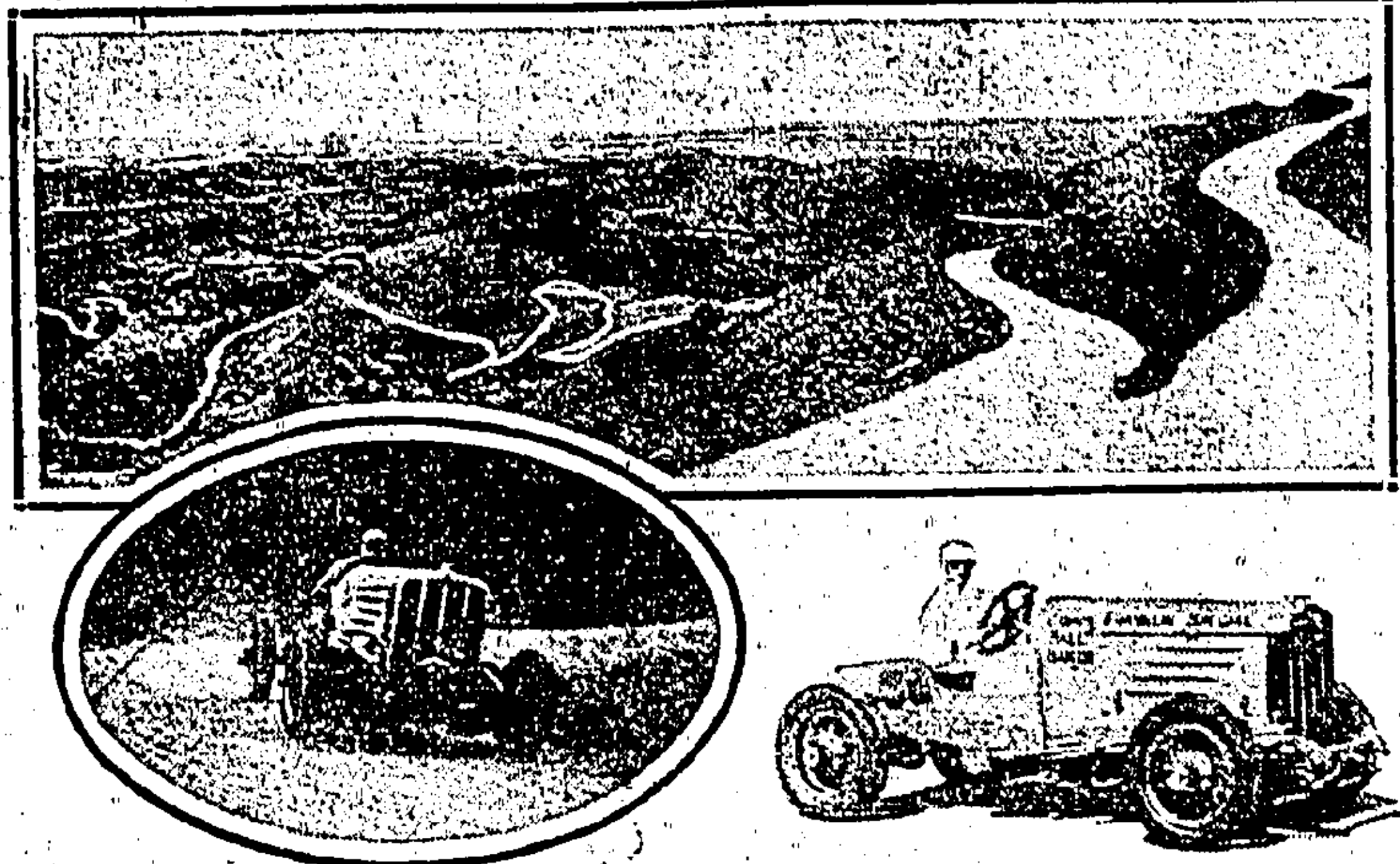
The course over which Baker piloted his sedan is the same that is used in the annual Pike's Peak race, with its 200 hairpin curves and switchbacks in the upper ranges.

At the conclusion of the almost impossible test, which was timed by Postal Telegraph and Western Union, the air-cooled motor was functioning perfectly and Baker, declared the car could have continued up and down the mountain indefinitely. The test, Baker stated, provided a most notable demonstration of the ability of an air-cooled engine to master conditions that are seldom met in the life of a motor-car.

Even worse climatic conditions were encountered in the race classic in which Baker was piloting the Franklin Special with four-wheel drive, applied specially for these events and which proved particularly effective in hill-climbing. At the starting point the temperature was 85 degrees above zero, dropping to almost freezing at the summit, but even this had little effect on the Franklin air-cooled power plant, which roared a song of steady power up the course.

"Cannon Ball" Baker attained a speed as high as 65 miles an hour, and thousands of race enthusiasts parked at vantage spots along the course cheered as he negotiated the hairpin turns at terrific speed.

FRANKLIN CONQUERS PIKE'S PEAK



Roaring up the 12-1/3 miles of the grueling Pike's Peak course in 19 minutes, 12 and 1/2 seconds, Cannon Ball Baker, piloting an air-cooled Franklin Special, again proved the power, speed and stamina of this noted car in the world's greatest hill climbing classic on Labor Day at Colorado Springs, with the temperature ranging from 85 at the starting point at Crystal Creek, 9,150 feet above sea level, to lower than 40 at the finish at Pike's Peak summit, 14,100 feet above sea level. The air-cooled car showed its ability to master any altitude or climate even when the temperature changed almost every minute of the climb.

The upper picture shows the road- way up the side of the famous Peak. Below shows Baker in his air-cooled car sweeping around one of the 200 curves, while the other picture shows Baker a few minutes after the Pike's Peak climb. The air-cooled Franklin was entered by the Franklin Automobile Company of Syracuse, N. Y., builders of the Franklin line of air-cooled motor cars.

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DRIVER HAUNTED BY A
ROAD DEATH.

SUICIDE AFTER TWO YEARS.

The tragedy of a young man who had been haunted by the death of a man in a motoring accident two years ago, in which he was concerned, was the subject of a Cheltenham inquest on Ernest Timothy Owen, aged twenty-one, who was found hanging from a tree on Charlton Common.

He was a butcher's assistant, and two years ago was involved in a motor-car accident, in which he knocked down and killed an old man.

Owen's father stated that his son, when driving over the spot where the accident occurred, would exclaim, "Ah, this is the spot!" He had been erratic of late and his mind was obviously affected.

A letter addressed to Owen's parents at Berwyn, Leckhampton, was found in his possession. He wrote:—

Dear Mother and all at home,—I am sorry to come to this, but I can't stand it any longer. It must be nearly two years since I killed that man. It seems to me only yesterday. But it is impossible for me to sleep and forget. Please forgive me for what I have done. No flowers by request.

A verdict of "Suicide while of unsound mind" was returned.

WHIPPET SIX
COMMERCIAL UNITS.ADVANCED MECHANICAL
FEATURES.

Designed to meet the requirements of practically every form of business, the new Whippet Six 1 1/2 ton truck, recently introduced by the Willys-Overland Company, has met with an unusual acceptance on the part of users of this type of vehicle. The presentation of this new line completes the company's 1929 Whippet commercial car programme.

Marked interest is shown in the mechanical features of the Whippet Six Truck chassis, which includes four-speed forward transmission, "Finger-Tip Control," Invar-strut piston, timing chain, heavy-seven-bearing crankshaft, and full forced-feed lubrication, which have been incorporated in the chassis design to meet the needs of commercial car operators who demand power, speed, lower cost per ton mile, and general reliability throughout.

Before the introduction of these new units they were subjected to every known test to bring about an entirely advanced performance for the modern commercial car operator.

The very sturdy chassis has a wheelbase of 131 inches. The six cylinder engine with a development of 50 horsepower is an assurance of ample power and speed under all conditions to provide safe delivery of merchandise with utmost dispatch.

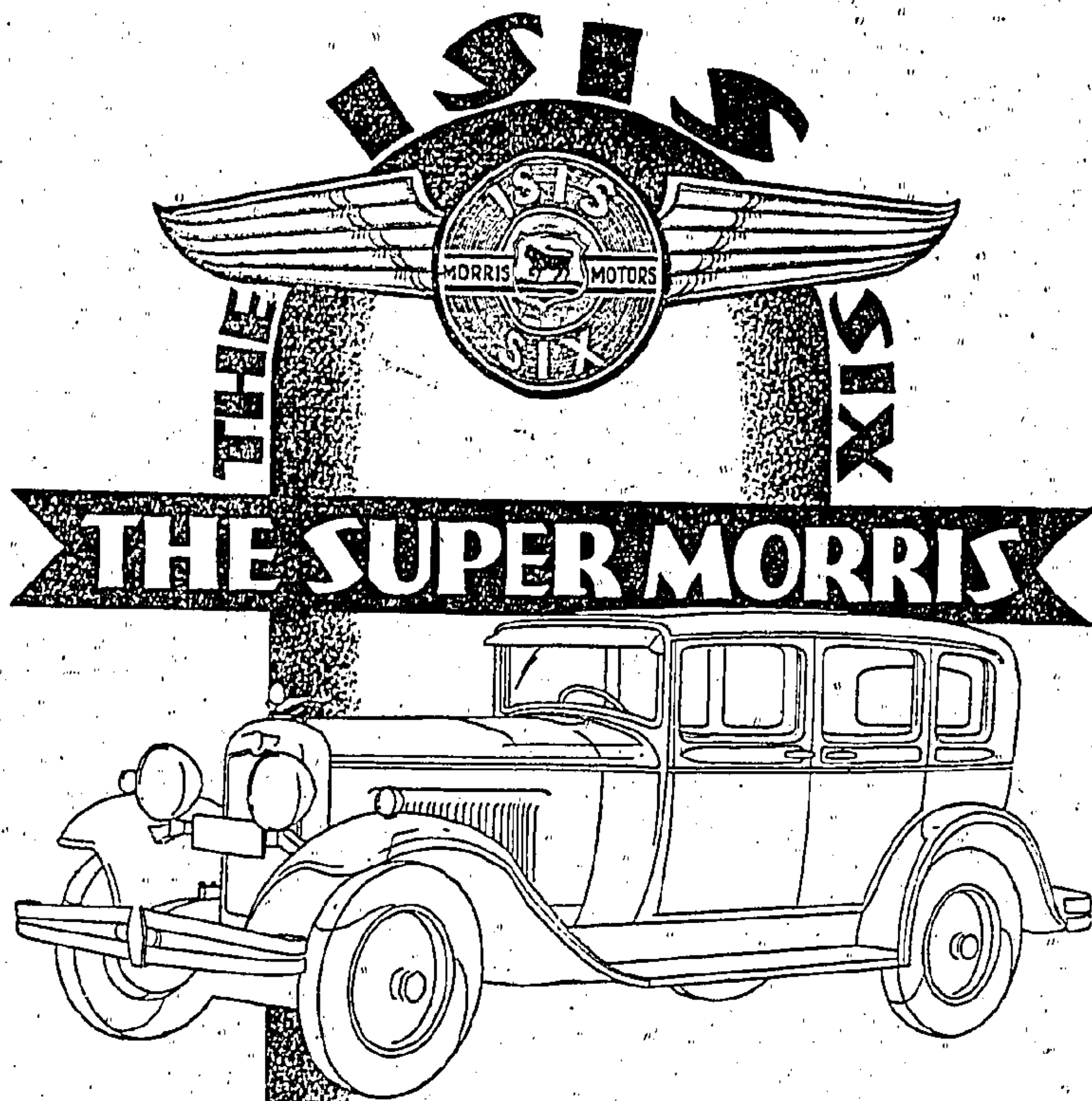
The incorporation of a four-speed forward transmission in the new line of Whippet Six Trucks gives added pulling ability, especially in the low gears where the truck carries a capacity load and provides a speedier pick-up and getaway, which is a distinct aid in city traffic.

19 TOO YOUNG TO DRIVE.

"To my mind these young persons ought not to drive," said Mr. Ronald Powell, the Marylebone magistrate when he fined a motor-driver, aged nineteen, £5, with (Continued in next Column).

£3 3s. costs, for driving dangerously.

"They have no sense of responsibility," he added, "and it is a mistake to employ them as chauffeurs, especially when they show that they are not to be trusted."

Important
technical features

18 h.p. (R.A.C.) engine, with crankshaft balanced both statically and dynamically.
6 to over 60 on top.
Overhead valves with pent-roof, anti-knock head.
Light, non-kick steering.
Triplex glass.
Body low hung, but with ample clearance.
Over 20 m.p.g.

£378.

THE ISIS SIX may well be described as the Super Morris. The body and chassis are built together in a one-piece creakless unit. Every pedal, lever and switch is light and so conveniently placed that you have the utmost control at speed. You have the famous Lock-head hydraulic brakes. You have springing that eliminates all road shocks. And look at the bodywork itself—

The magnificent British coachwork—finished in real cellulose lacquer, in colours chosen by experienced artists—allows ample room for five. Four wide doors give easy entrance. The front seats, pneumatic cushioned, are independently adjustable. The whole interior spells comfort and luxury—pile carpet, roof ventilator, and such well-thought-out details as the rear blind worked from the driving seat.

Dipping headlights, double bumpers, stop light and electric windscreen wiper are but a few items of the equipment that comfort and convenience demand.

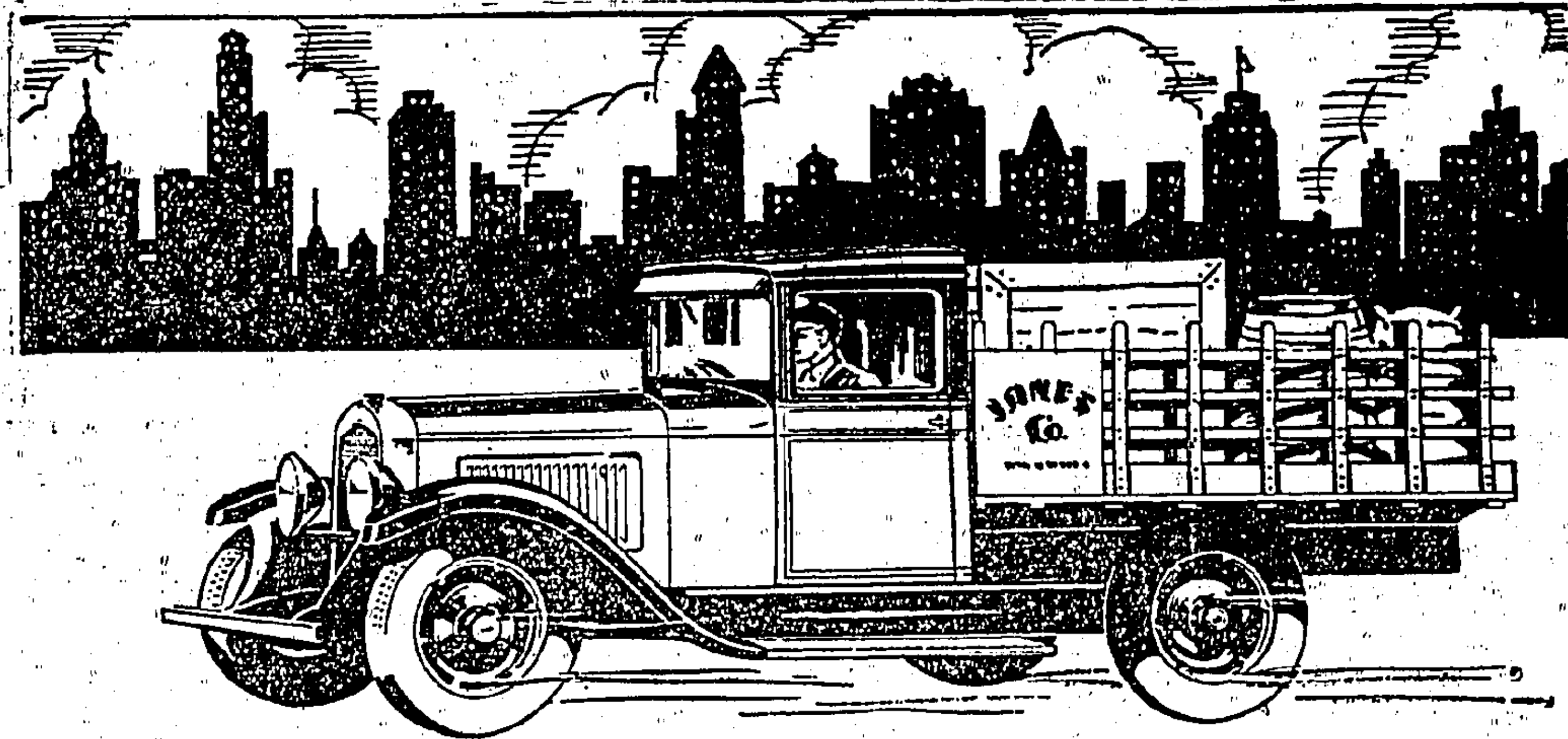
See this magnificent Morris, try it on the road. Such a car for such a price is indeed a new triumph for Britain's greatest motor manufacturers!

THE HONGKONG HOTEL GARAGE
(HONGKONG AND HANG HAI HOTELS, LTD.)
HONG KONG.

PRODUCT OF MORRIS MOTORS (1926) LTD.



CHAIRMAN: SIR WILLIAM R. MORRIS, BT.

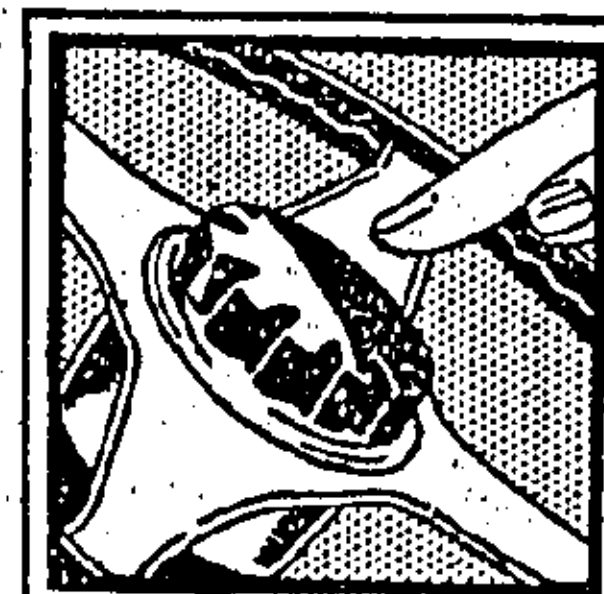
FOR REAL DISPATCH
in safe delivery

THE alert and progressive truck operator who seeks true economy, coupled with utmost dispatch in the safe delivery of merchandise, finds that the new Superior Whippet Six 1 1/2-Ton Truck meets his every requirement.

Advanced, modern engineering throughout the entire chassis of the new Superior Whippet Six is responsible for low depreciation, long life, safety and

ease of operation, minimum upkeep charges and a lower cost of delivery per mile and per package.

In every respect, the new Superior Whippet Six Truck is well qualified to play an important part in the efficient development of modern business transportation.



"Finger-Tip Control"—one button, in centre of steering wheel, starts motor, operates lights and sounds horn.

Other important features of the Whippet Six Truck are four speeds forward transmission and extra big four-wheel brakes of the positive, mechanical type.

Whippet Six

COMMERCIAL UNITS

Agents:

GILMAN & CO., LTD.

4A, DES VŒUX ROAD.
TEL. C. 290.

Garage & Service Station:

"DURO" MOTOR CO., LTD.

132, NATHAN ROAD, KOWLOON.
TEL. K. 226.

LONG ECONOMICAL LIFE

MOTOR NOTES

BIG GAME HUNTS.

CAR'S NOVEL USE.

THRILLS AWHEEL.

Motor car, lasso and camera in place of high-powered rifles are coming into style as the popular diversion in staging big game hunts in Australia, according to C. S. Fletcher, Studebaker representative.

"That this form of hunting is vastly more exciting and more sportsman-like is pointed out in a letter from Mr. Fletcher, since the new form of hunt calls for release of the quarry uninjured after the catch. He describes the new fashion in hunting as follows:—

In the Bush.

"The scene of the hunt was thirty or forty miles outside the city of Leeton—right in the middle of the bush. For equipment we had two Erskine cars, a sedan and a Tourer, a lasso and a camera to record the success of the day."

"After scouring the country side for a couple of hours, we spied four emus. We singled out one and the chase was on in earnest. It scampered around through the undergrowth and over rough ground that forced us to travel between thirty-five and forty miles an hour. Finally the bird seemed satisfied that it could outrun the car and started across the plain. The going was horribly rough but by virtue of the absence of trees, the Erskine managed to gain rapidly."

"Capture was effected by 'Texas' Jack, who rode the running board of the careening car and tossed a lasso over the bird's head. The problem then arose of standing behind the emu while photographic evidence was taken. Emus are far more talented in kicking than the toughest mule. Unlike the mule, however, they kick forward instead of backwards and it must be admitted that they are very accurate shots. With the picture made, the humiliated but uninjured emu was released."

Kangaroo Chase.

Next on the programme was a kangaroo chase. After hours of cruising the hunters finally caught sight of a big fellow who seemed to offer everything that might be wished for in a specimen.

"We anticipated no trouble in landing him," Mr. Fletcher continues, "but he led us a very merry fifteen-mile chase before finally being captured. Although not classed as a ferocious animal, the kangaroo nevertheless has powerful weapons of defence. His forefeet are equipped with long and extremely sharp claws. With these he can grasp a dog or man in a vise-like grip and rip and tear most devastatingly with teeth and hind claws, while 'sitting' on his strong tail."

"One method of attack consisted of seizing the great tail and lifting it off the ground, whereupon the kangaroo was off balance and practically helpless. Even so, holding the tail is no job for a weakling and getting behind him to seize the tail no mean feat."

"The hunt continued and before the end of the day our bag consisted of five grown kangaroos, four baby kangaroos, one emu, one eagle, five five ducks and one of the largest specimens of our most deadly snake—the black snake. The last named, incidentally, was not given the courtesy of release accorded our other captives."

"It might be mentioned that the hunt was so eminently successful," he concluded, "that one of the party posted a \$250 challenge with a Leeton newspaper to any other party of similar size duplicating the feat with any other make of car than Erskine or Studebaker."

A BRAKE ON DEVELOPMENT.

In calling attention to the fact that in the leading Continental countries riders of small motorcycles need no driving licence and have no tax to pay on their machines, *Motor Cycling* remarks that the outlay and formalities in Great Britain put a brake on the development of these utility models.

It has to be borne in mind that although the present direct tax on a small machine is only 30s. a year, it operates against the expansion of the utility-machine movement to a much greater extent than the figure implies. The need for registration, for carrying number-plates and for obtaining a driving licence are all grave hindrances to business. John Citizen is too hedged around with restrictions, formalities and compulsory formalities not to look askance at any new possession which involves the need for compliance with a still further number of irksome regulations.

VOGUE FOR WIRE WHEELS.

FASHION DECREES THEY WILL BE POPULAR.

AND ALSO DISCS.

There are fashions in men's motor-cars as in women's hats and dresses. No real He-man would be seen driving a car that was not in accord with the mode, and there are many who order their new cars every spring about the same time as they overhaul and replenish their wardrobes and with a similar object in view.

Dame Fashion, who has decreed a high waistline and a low roof in automobiles, is now asserting that only wire wheels can be tolerated next year. At present she has not stated that they must be displayed in all their nakedness, like the lower extremities of tennis stars at Wimbledon. So, presumably, wheel discs will still be in vogue, and there is a practical reason for that. So popular have wire wheels become this season that garages are charging an extra when they are fitted, and the chauffeurs are grumbling with even more fervid ardour than usual. When discs are fitted the extra work in cleaning vanishes.

But what of chromium-plated spokes, which retain a smart appearance and do not easily pick up the mud? Last year a well-known wheel manufacturer introduced a chromium-plated wire wheel, while it is notable that chromium-plated spokes on wire wheels fitted to American cars are being seen fairly frequently.

Is this going to prove an accepted type for smart cars? We cannot say, because Dame Fashion is a fickle lady. Wire wheels will be seen on even the most popular makes of cars at the Olympia Show in October, and Mayfair may look askance at an innovation that will certainly be popular in Suburbia. It may be fashionable to have dazzlingly plated discs.

THE CAR PARKING PROBLEM.

AMERICAN SOLUTION IN THE AIR.

Park your car "in the air" is the solution offered by the invention of J. E. Morton of Sandusky, Ohio to the great national problem of finding ample garage or parking space for automobiles on a limited ground area. The apparatus is being produced by a local concern, the Peking Tower Corporation, of which Mr. Morton is vice-president and chief engineer. It has just completed here a 10-car "tower" that is attracting general attention.

The tower, which occupies no more ground space than is required for a two-car garage, rises to a height of five stories. Within it the car owner has "space" for his car, which becomes available by simply touching a button or using a key corresponding to his number. The same simple process is followed to remove the car from the garage. It is through the use of a "carriage," or elevator, working on the old Ferris wheel plan, that this effect is obtained. In the 10-car tower it is driven by a 20 horsepower Westinghouse motor, specifications calling for two horsepower per machine.

Ferris Wheel Adaptation.

An ingenious device at the top and another at the bottom keeps the cars "righted" in the process of "going over." The parked cars are held in much the same manner as are the cages of the Ferris wheel.

Towers accommodating as many as 30 automobiles may be erected and operated with the same ease as the 10-car tower, Mr. Morton says. The actual area occupied is 17 ft. 8 in. in width and 25 ft. in length. The inside of the tower suggests double elevator shafts. In each shaft are suspended one above the other, by strong endless steel roller chains, the individual movable parking space. An automobile entering the tower rests on an all-steel platform, two of which always stop at the ground floor level.

(Continued on next column.)

TRAFFIC LIGHTS AND TYRES.

GAME OF BEATING THE SIGNALS.

BAD ON THE TREAD.

Traffic lights have brought added highway safety to millions of motorists but they take their toll on tyres.

Every time a car is started, a certain amount of energy is required to move its weight from standing to any given speed. When the car is stopped, energy is again brought into play in about the same amount. Many car owners do not realize that it takes about the same amount of energy to stop a car from a given speed as it takes to start and attain that speed. This energy must be consumed by the tyres and naturally the more starts and stops they go through, the faster they must wear.

Some drivers, in a hurry to rush the traffic light, stop at the last moment when they are caught by the stop signal and dash away again when the light changes to go.

They may beat traffic save time, make headway, but they also throw a terrific strain on their tyres and it is a costly proposition in the end. In one test a car stopped four times in each mile without sliding the wheels and accelerated to thirty-five miles an hour as soon as possible after the complete stop. This car wore the tyre tread through half of the design in just a little over 100 miles.

This same car, with new tyres, stopped every half mile and accelerated to thirty-five miles an hour. It resulted in the same tread wear in about 2,000 miles.

This abuse can be modified by letting the car stop gradually and by starting without so much dash and vigour. The traffic lights are operated by a clock and the race to beat them is often futile. With a reasonable rate of speed that will catch the lights in succession, more progress will be made with less wear and tear on the tyres.

The towers, Mr. Morton says, are practically accident as well as fire proof. They are built of reinforced concrete and may be either of simple or elaborately attractive design.

SIR HENRY SEGRAVE JOINS CAR FIRM

WORLD MARKET BID BY NOTED COMPANY.

Major Sir Henry Segrave, holder of the world's motor-car speed record, and Captain J. S. Irvine, the designer of the Golden Arrow, which won for England the world's motor speed record of 231 miles an hour, have joined the amalgamated Hillman and Humber Company, and by their collaboration in the design and building of motor-cars, the company will make every effort to capture world markets.

Hundreds of home and overseas dealers spent hours recently looking over the new 1930 models at a trade show at Westminster, when the new programme of the company was revealed.

Many Improvements. The "straight-eight" is a favourite model in saloon and open tourers, and many improvements have been made. The engine capacities of the two types remain the same. The "straight-eight" has dimensions of 63 by 105mm. (2.520c.c.), those of the 14hp. model being 72 by 130 (1,954c.c.), with the annual tax standing at £20 and £13 respectively.

New exhaust and inlet manifolds give increased power and silence to the "straight-eight." The chassis frame on both models has also been re-designed to give greater strength, and is so rebuilt that the batteries are housed inside the frames. Brakes have been improved, while front springs have been lengthened, giving better suspension than in the past. Silent Bloc rubber shackles, which are fitted to all springs, are claimed to be noiseless and practically everlasting.

It goes on and on . . . and on

Have you ever watched water gliding smoothly and effortlessly beneath a bridge, never checking, never stopping but going on and on? That is how an Austin travels.

There is no hesitation, no faltering, as it eats up mile after mile of the road. You can find no better companion for long, strenuous journeys. For its reliability and lasting qualities have helped to make the reputation of British motor engineering throughout the world.

The Austin is built to give satisfaction not for a year, or two years, but for as long as you demand its services. For the man of moderate means the Austin 7 models are an investment which cannot be beaten. It will be worth your while to see one before deciding on your next car.

These models of the Austin 7 are ready for immediate delivery

Tourer \$1,425
Coupe \$1,690
Saloon \$1,690

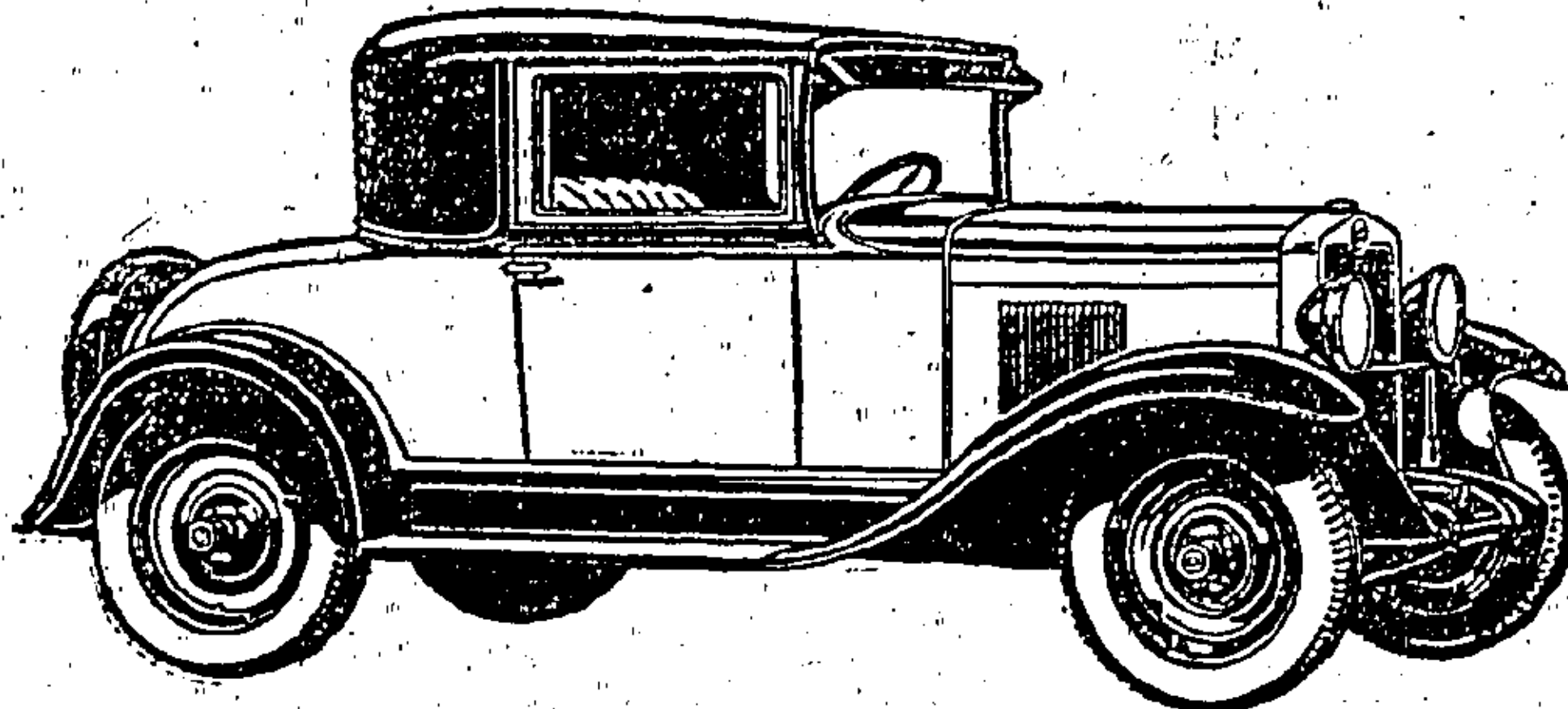
The Austin Seven

ALEX. ROSS & CO. (CHINA), LTD.
Prince's Building.

Service Stations & Showrooms:

Hong Kong 1st, Chater Road, Kowloon Salisbury Road.

New Lines Impart New Beauty A New Engine gives New Power & Speed

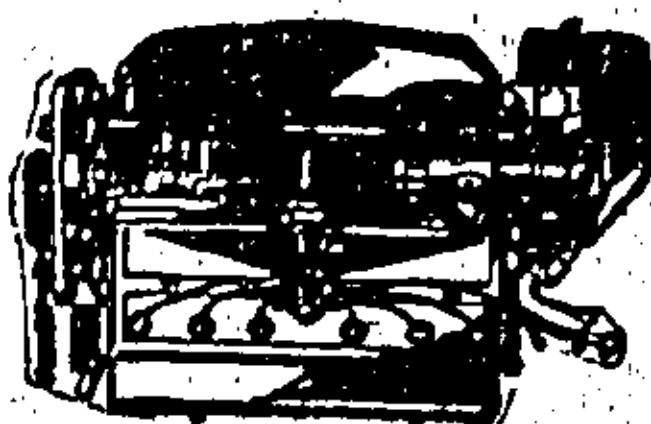


To see the New Chevrolet is to realise that there has finally been achieved in a low priced car those qualities of beauty, grace and distinction heretofore attained only by the exclusive leaders in custom design.

To inspect the chassis is to discover feature after feature of advanced engineering design once thought impossible to provide except in the highest priced automobiles.

To drive this sensational car is to experience an amazing revelation. For here is all the delightful smoothness which has created the preference for the six—made even more marvellous by that outstanding economy of fuel and upkeep which has been characteristic of Chevrolet for 16 years.

May we take you for a drive—to-day?



A Six at the Price Range of a Four

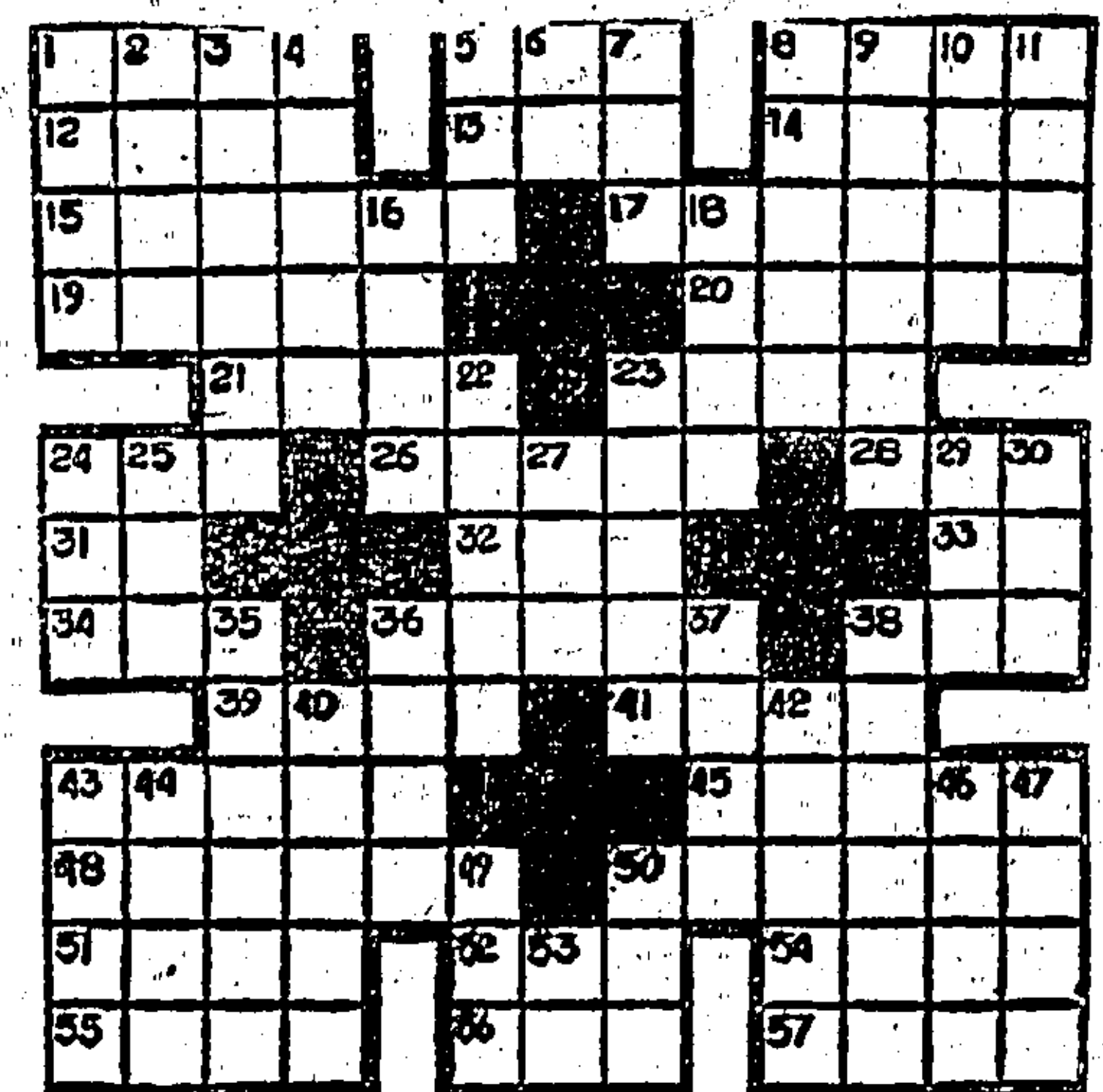
THE HONGKONG HOTEL GARAGE

25, Queen's Road Central,

Tel. No. C. 4759.

The Outstanding Chevrolet of Chevrolet History

CROSSWORD PUZZLE.



- Horizontal.**
- 1.—A vehicle.
 - 5.—Slang for sailor.
 - 8.—Scent.
 - 12.—To wash.
 - 13.—A constellation.
 - 14.—Delicate.
 - 15.—Correct.
 - 16.—To mar.
 - 19.—Tightly drawn.
 - 20.—Lost colour.
 - 21.—Temporary shelter.
 - 23.—A fish.
 - 24.—Possesses.
 - 26.—Drinks heavily.
 - 28.—Spot.
 - 31.—Article.
 - 32.—A bird.
 - 33.—Musical note.
 - 34.—Existed.
 - 36.—Fertile spots.
 - 38.—Lair.
 - 39.—To discover.
 - 41.—Garment.
 - 43.—Packing box.
 - 45.—To wash.
 - 48.—Plump.
 - 50.—Depended.
 - 51.—Sign.
 - 52.—Respect.
 - 54.—Opening.
 - 55.—Marries.
 - 58.—Encountered.
 - 59.—Spirit.
- Vertical.**
- 1.—Narrow board.
 - 2.—Crippled.
 - 3.—Happenings.
 - 4.—Thick.
 - 5.—Aeriform fluid.
 - 6.—Conjunction.
 - 7.—Evil.
 - 8.—Rubbish.
 - 9.—Surveyed with dial.
 - 10.—A single time.
 - 11.—Tail grass.
 - 16.—Depression.
 - 18.—Narrative poetry.
 - 22.—Within this 24 hours.
 - 23.—Drain.
 - 24.—To turn to left.
 - 25.—Collection of sayings.
 - 27.—Dance step.
 - 29.—Metallicous rock.
 - 30.—A number.
 - 35.—Having a chair.
 - 36.—Unclosed.
 - 37.—Painful.
 - 38.—Refusal.
 - 40.—Stupifies.
 - 42.—Part of ship's bottom.
 - 43.—A bird.
 - 44.—European city.
 - 46.—Bristle.
 - 47.—Paradise.
 - 48.—Obstruction.
 - 50.—To soak.
 - 53.—Pronoun.

This puzzle took 22 minutes to solve. See how long it will take you to solve it.

YESTERDAY'S SOLUTION.

To 1491
SARAH SHEEP
DEVOTE ZOE AND
ERIN THORN LA
RID STERN GOT
MA SALLY BABE
ALLEGED CORES
AWED SORE
CEDES DIVESTS
AVER LIVES RA
FEN SOARS DEW
EN GUILE VISE
RETURN RIVED
DOMES SPATS

Braemar

Obviously Scotch

We have this year the finest selection of "BRAEMAR" Scotch Woollies it has ever been our pleasure to show.

Woollies and Pullovers, with sleeves or otherwise, are being sold in a delightful range of neat designs and colourings and we have over twenty plain colours in our well-known vicuna and alpaca weaves.

Mackintosh's

Messrs. KOMOR & KOMOR'S

AUTUMN
EXHIBITION

of

Water Colours and Oil Paintings

PICTURES

By the Foremost Artists of Japan
will be Open from 9 A.M. to 5 P.M.

for

10 DAYS ONLY

Prices Ranging From 2 Dollars Upwards

The Most Suitable Wedding or
Xmas Presents

Come EARLY to have First Choice!

KOMOR & KOMOR
Art and Curio Experts.

St. GEORGE'S BUILDING,
Corner of Chater Road and Ice House Street.

WHITEAWAYS

MEN'S OUTFITTING DEPT.
COMPLETE NEW STOCKS.
REMARKABLE VALUE, LOW PRICES.



PULLOVERS

New designs in Wool Pullovers.
All Sizes

\$6.95 to \$25.50

With and without Sleeves.

CARDIGANS

Wool Cardigans in Scotch Knit
and Jaeger Wool. Plain Colors
and fancy designs.

\$7.50 to \$27.50

**PULLOVER AND
HOSE SETS.**

Fancy Pullover and Hose Sets,
for wearing with Plus Fours.
New designs. All Sizes

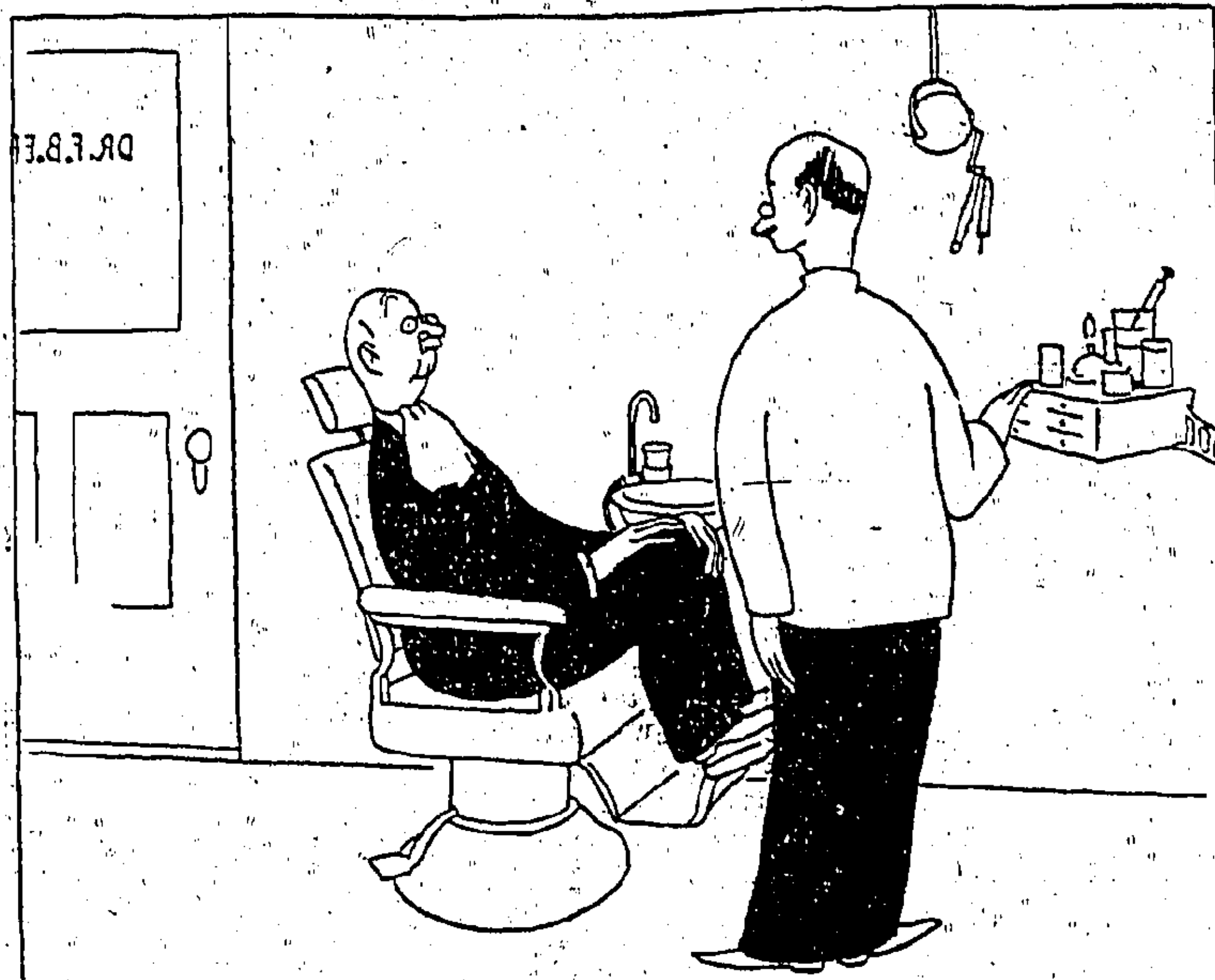
\$29.50 to 57.50

CALL AND INSPECT.

WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG.

DIFFICULT DECISIONS

By GLUYAS WILLIAMS



WONDERING WHETHER TO TELL THE DENTIST, WHO
HAS JUST ANNOUNCED THAT HE HAS FINISHED, ABOUT
THOSE OCCASIONAL TWINGES IN ONE OF YOUR LEFT UPPER
MOLARS, OR WHETHER TO GO WHILE THE GOING IS GOOD.

/10-11

(Copyright, 1929, by The Bell Syndicate, Inc.)

GLUYAS WILLIAMS

MESSRS. ULLMANN'S SHANGHAI ROBBERY.

BAGDANOFF'S ADMISSION IN COURT.

HOW THE POLICE SHADOWED THE ACCUSED.

WORK OF A DESPERATE GANG?

Shanghai, Nov. 2.—Further hearing in connection with the jewellery robbery of Messrs. Ullmann & Co., took place at the Provisional Court this afternoon when police evidence was called which brought to light previous suspicion cast on the accused of crime.

After Mr. Blum, manager of the shop, had told the court how he had found the store upon his arrival, two watchmen were called upon to give evidence in which they stated that two of the accused, Vladimir A. Bagdanoff and Kalman Gelman with a woman were seen loitering near the jewellery store before the robbery.

The two accused and Anastasia Kutcheshova, the latter a woman, were not cross-examined, but were asked if the property which was found in the coal-shed, separated from the store by two walls which the robbers had holed, was their property. All three replied in the negative.

It will be remembered that Boris Stepanoff who makes the last member of the alleged gang, gave the police a written statement in which he admitted participating in the crime, and that Bagdanoff who was working alone in the coal-shed in making a hole in the walls and stealing the jewellery, had given him the lot to hide in a creek off Lincoln Road, in the Western district.

The case was heard before Judge Wong and Mr. Herbert, Senior Consul's Deputy. Mr. Winter prosecuted and Dr. Wilhelm and Mr. Luchich appeared for the accused. Mr. Blum's Evidence.

Dr. Wilhelm, at an early stage of the proceedings, objected to Stepanoff sitting in the witness seat and not standing in dock with the other accused. He claimed that the former should have no privilege in giving evidence for the prosecution.

Mr. Winter stated that it was quite in accordance with usual procedure and there should be no objection whatever. The judge said that as Stepanoff was nearer the witness box than the dock he should remain there and give evidence in the witness box if he should be called.

Mr. Blum said that he had left the store five minutes before twelve o'clock and that his employers left five minutes after he had. On returning he saw an employee outside who told him that they had been robbed. He saw the show case windows were broken in when he entered the store and a hole made in the wall.

He immediately summoned the police and made an investigation as to the amount which had been stolen. He said that the thieves had not touched the silver ware but concentrated their efforts on articles of high value. He added that one of the show cases which contained rings held the only valuables which were put into the safe in the day-time. The value of the property, which was stolen, now amounted to \$45,000, of which \$30,000 worth had been recovered by the police.

Only Water in Bottles.

Mr. Winter made an application to hand the jewellery back to the complainants as the Insurance Co. had pressed them for this transference.

Det. Supt. Conduit stated that on the arrival of the police investigations were made and numerous articles were discovered in the coal shed which had been left by the thieves.

D.S. Conduit showed the court numerous short iron bars which were sharpened at the ends, three pairs of gloves. Six bottles he said which had contained water were found, with 8 battery cells. The most important evidence which was found was a pull-over, which the police claim to be identical with the one worn in the picture of one of the accused on his pass-port. This picture was enlarged by the fingerprint bureau and handed to the court. Det. Supt. Conduit said that Bagdanoff had already admitted that the pull-over was his own property.

Dr. Wilhelm objected to this evidence saying that the client did not plead guilty before the police had treated him badly.

When the judge asked the accused in question if the pull-over was his, he said it was not. The judge reminded him that he had confessed that it was his, and after questioning him further the accused admitted that it was his property.

Denials by Two Accused.

The judge then asked the other two accused Gelman and Kutcheshova if they had helped in the shop-breaking. They both replied that they had not.

Dr. Wilhelm cross-examined D.S. Conduit at length attempting to show that his client had not been identified at the first identification parade by the Russian watchmen, who, it was alleged saw the accused outside the jewellery store but at the second parade had picked out his client.

Dr. Wilhelm suggested that the watchmen was told to do so.

Mr. Winter entered a strong objection to that insinuation. Interesting evidence was then given by a plainclothes detective who stated that it was his business to keep a look-out at the wharves for suspicious characters who arrived in Shanghai from Dairen. He said that on June 13, he went on board the Tientsin Maru and saw the three accused who were now in dock, speaking to each other. He saw them leave the ship and followed them to a lodging house at No. 103 East Seward Road. Gelman, he said, went to live in a house in Range Road.

Chief Det. Insp. Schmidt then gave evidence and stated that he was told that the three accused in question had arrived in Shanghai and knowing them to be criminals he had warned them to leave. After a few days when he called again, they had left their homes.

He further stated that the female accused had been in co-operation with another criminal two years ago, who was found guilty of robbery and murder and had been sentenced to death and executed by the Chinese authorities.

The hearing was then adjourned.

POLICE VICTIMS OF THEFT.

WAILING AT INDEPENDENCE.

[United Press.]

Independence, Kas.—There is one thief who would fare poorly if local police could lay their hands on him. Three watermelons, donated to the force, were placed in a water cooler. When the officers prepared for a feed and raised the lid, only three green rinds greeted their eyes.

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 10 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

KAIPING COAL

FOR ALL PURPOSES



HOME,
FACTORY
AND
BUNKERS

POWER
HOUSE,
TUGS &
LOCOS

THE KAILAN MINING ADMINISTRATION,
Head Office—TIENTSIN.

DODWELL & CO., LTD., Agents, Hong Kong.

HUMOUR: ANCIENT AND MODERN.

"Where'd you get the black eye, Mike?"
"Sure, it's in mourning for the chap that gave it to me."

Magistrate: "Three weeks in the second division."
Ex-Maid-servant: "Do I get an evening out, your Honour?"

"Will you let me row you down the stream of life, Mary?"
"On one condition, Jack." "And that is?" "That you will allow me to steer."

"Mummie, let's pretend another little boy's come to tea!"
"All right, dear."
"And shall I have another piece of cake and pretend he's eating it?"

"Another thing, young man, I cannot permit my daughter to be separated from us."
"Oh! we are prepared to sacrifice ourselves. We'll live with you."

Murphy had just been presented with triplets and was so elated that he called in everybody to see them. Among the visitors was Hogan.
"An' what do ye think of them?" demanded the proud father.
"Well," replied Hogan, looking the babies over carefully and pointing to an especially healthy specimen, "I'd be keepin' that one."

Binks: "I never judge a man's position in life by the clothes he wears."
Jacks: "Still, it's safer than judging by the clothes his wife wears."

"I tell you, my boy, the man that marries my daughter gains a prize!"
"By Jove—jolly good idea—what! Is it—a cash prize or just a silver pot?"

The following bowler was found in a schoolboy's examination paper:
Question: What is the feminine of bachelor?
Answer: A lady-in-waiting.

Hat Checker: "Here, here, what on earth are you doing smashing in those hats?"
"Club Member: "I'm trying to find my own. It's an opera hat that shuts up. None of these seem to be mine."

Two Negroes were bragging about their experiences and the sights they had seen.
"Yaas," said Rastus, "I once saw a man swim up de Niagara Falls."
"Is yo' suah!" Pete asked, thinking hard.
"Yaas, I am," replied Rastus.
"Then," said Pete, triumphant-ly, "I was dat man!"

CATHAY HOTEL

THE BUND—SHANGHAI

THE MOST MODERN
HOTEL IN THE FAR
EAST.

214 ROOMS AND
SUITES, EACH WITH
PRIVATE BATHROOM.



HOTEL RESTAURANT
with Spring Dance
Floor opening on to
the Roof Terraces.

"TOWER" a la Carte
RESTAURANT on the
Ninth Floor.

BANQUETING and
PRIVATE DINING
ROOMS on the Tenth
and Eleventh Floors.

E. CARRARD, Manager.

CABLE ADDRESS:—

"CATHOTEL,"
SHANGHAI.

THE EVE OF BATTLE.

"IRONSIDES" STILL
ADVANCING.KWANGTUNG ARMY, WAITING
AT KWEILIN.

[FROM OUR OWN CORRESPONDENT.]

CANTON, November 5.

The main body of the "Ironsides" has now passed Linkai and Lung-shing, in Northern Kwangsi, some 25 or 30 miles from Kweilin—their first objective. It is believed that they will reach Kweilin either tomorrow (Wednesday) or the next day, unless their advance is checked. Heavy fighting between the "Ironsides" and the Kwangtung-Kwangsi forces under Chen Tsai Tong is expected on the outskirts of Kweilin as the main body of Government troops is concentrated at this point, and along the Kwei River between Kweilin and Wuchow.

RUMOURS!

Rumours are current in Canton to-day that Wong Shiu Hong and Pei Chung Hai, two of the "Big Four" of the Kwangsi clique, who were defeated and driven out of Kwangsi by General Chen Tsai Tong's forces last March, have returned to Kwangsi and are marching at the head of a big army against the pro-Nanking forces. No further details were available but it was rumoured that two prominent generals, formerly of the Kwangsi clique, but who were "bought over" by General Chen Tsai Tong were wavering. There is, however, no official or well-authenticated news of such defections. Naturally great secrecy is preserved and the situation in Kwangsi is shrouded in obscurity.

WHERE THE TROOPS ARE
STATIONED.

The Higher Command in Canton is taking no chances. Of the five divisions in Kwangtung, four are taking an active part in the campaign against the "Ironsides." About two and a half Cantonese divisions are now concentrated along the Kwei River, and about one and a half are guarding the North River districts. The remaining Division is in the East River district fighting the Communists. The southern portion of the Province is garrisoned by independent units and the local authorities are being kept informed as to the developments in Kwangsi. Generals Chen Tsai Tong and Chen Ming Shu are still in Wuchow directing operations.

The two bombing planes from the Canton Aviation Department, which flew to Wuchow a few days ago, started in the direction of Kweilin this morning to make observations of the position of Chang Fat Fui's army. A special honorarium of \$3,000 has been given to the pilots and mechanics, who are expected to play a most important rôle in the conflict.

General Chen Ming Shu is reported to be returning to Canton as the city was nervous since his departure.

WELL-BEHAVED NANKING
TROOPS.

A FOREIGNER'S TRIBUTE.

The following tribute to the Nanking troops advanced from the Capital to Kwangtung to reinforce the Southern armies is contained in an article by a N.C. Daily News correspondent in S. Kwangsi. He writes:

We have had large numbers of troops passing through en route to Kwangtung to reckon accounts, we hear, with Kwangsi, and to meet or intercept Chang Fat Fui and his "Ironsides." We have to record that these troops have been very well-behaved, they have done credit to their leaders, there have been very few complaints about them, and their behaviour goes a long way towards recommending the present administration. Talking with several of the officers they are one and all loyal to the Government and seemingly anxious to help their country as much as possible. They have not been very anxious to occupy the Mission premises; they came a few times, and asked if we could oblige them with room for a few days, but when we pointed out to them that orders from headquarters were such that they were not supposed to occupy such premises, they were all obedient to the proclamation of the commander-in-chief.

As set forth in the behaviour of these units, he has a very high place in their estimation; may it remain so, is our heartfelt desire. They have had a difficulty in getting enough money, as they had with them paper money from other places, the bank were at first unwilling to let them have what they wanted in silver, in exchange for it, but eventually it was all arranged, and they got all they required, and day by day started on their journey south.

THE TRAIN AND THE
SOLDIERS.KOWLOON-CANTON
EXPRESS ENDANGERED.MILITARY NECESSITY KNOWS
NO LAW!

[FROM OUR OWN CORRESPONDENT.]

CANTON, November 5.

A serious collision on the Canton-Kowloon Railway was narrowly averted last Monday. The military in the East River district embarked troops and munitions on a train which they ordered to proceed to Canton at once. The driver protested, and pointed out that they would run head on, into the ordinary afternoon express from Canton to Kowloon. But the soldiers would not be denied. They were needed in Canton, the need was urgent, and to Canton they must go. Ordinary civil traffic must make way for them.

The train set out, the driver pressing on all he knew to try and get to Canton before the express started.

Fortunately the railway authorities managed to get a phone message through to Canton informing the terminus of the situation. The Kowloon express had left and was about at Tungshan when a further message set the signals, against it and it hurried back, as fast as it could, to Tai Sha Tau. The military train came in shortly afterwards and the troops and stores disembarked.

After a forty minutes delay the humble express crept quietly out of the station and reached Kowloon in due course.

HONG KONG WATER
SUPPLY.

1,699 MILLION GALLONS.

The total storage in the island reservoirs on the morning of Monday, November 4, amounted to 1,699.58 million gallons showing a decrease of 50.01 million gallons during the past week; the amount collected from streams being 4.21 million gallons.

The week's consumption amounted to 54.22 million gallons.

KOWLOON SUPPLY.

The total storage in the mainland reservoirs on the morning of Monday, November 4, amounted to 514.61 million gallons showing an increase of .03 million gallons during the past week.

The week's consumption amounted to 36.81 million gallons not including .57 million gallons supplied to water boats at Lai Chi Kok.

The yield from the Shing Mun River and streams during the week is 28.41 million gallons.

ARMED ROBBERY AT SHUM
SHUI PO.FIVE MEN HOLD UP A
WIDOW!

An early morning armed robbery occurred at No. 189, Nam Chong Street, Shum Shui Po, yesterday, when five men gained admittance to a flat and held up the principal tenant, a widow, and the other inmates, by threatening them with knives. The robbers ransacked the premises and took away with them money and property to the total value of \$118.

The police have taken the matter in hand and reports have been circulated to all police stations. Until a late hour last night no arrest has been made.

HEALTH OF THE COLONY.

TUBERCULOSIS AND MALARIA
FATALITIES.

The new official forms setting out the reports of notifiable and serious disease in the Colony, which are issued by the Medical Officer of Health daily and weekly, add statistics of consumption and malarial. This is a useful innovation enabling the public to keep track of the inroads of these very serious and far too prevalent forms of disease.

Last week 23 Chinese deaths from tuberculosis (all forms) were reported, and 12 deaths from malaria, 11 Chinese and 1 British.

Apart from this the number of cases reported was satisfactorily low, details being as follows:—Typhoid: 2 Chinese, 1 American; small-pox: 4 Chinese (2 fatal); diphtheria: 3 Chinese, 1 British (2 fatal).

On Monday 1 case of typhoid, 3 of small-pox and 1 of diphtheria, all Chinese, were notified.

HISTORY OF THE
WORD "TEA."H.E.'S LECTURE TO THE
ENGLISH ASSOCIATION.A SUGGESTION FOR DRY
PALATES.

His Excellency the Governor (Sir Cecil Clementi, K.C.M.G.) gave yesterday in St. John's Cathedral Hall the first of a series of lectures which have been arranged by the local branch of the English Association. Sir Cecil chose as his subject "The History and Meaning of the Word Tea."

In looking for a theme for the first lecture, said His Excellency, he had aimed at finding a point of contact between the English and Chinese languages as well as a subject which would be of special interest in Hong Kong. He had chosen the word tea because in the early days of the Colony 60 per cent. of the trade was in that commodity, a witness to this fact being the tea chest which was incorporated in the badge of the Colony. Tea was really a Chinese word, but even scholars had not as yet solved all the puzzles which it presented. There was no word for tea in the English language before the 17th century, and the first Englishman who wrote of it called it "chaw." Many curious questions arose when the origin of the word tea was studied, the first of which was "Where was the original home of the tea plant?"

Only Found in Monsoon Area.

This question had aroused considerable controversy. A Russian professor who had, in order to answer it, visited all the tea-growing areas, held that the tea plant was indigenous in all the monsoon region of Eastern Asia, and that there had always been the two varieties, Indian and China tea. It was only two thousand years ago that the Chinese discovered the properties of the plant and the Assam tea plant was unknown until a comparatively recent date.

The lecturer then went on to explain the meaning of the monsoon area, the significance of monsoons, their origin and climate effect, adding that the China Coast from Shanghai to Canton was particularly subject to their influence.

Early History.

The earliest mention of tea was, he continued, in a Chinese dictionary compiled by a man who lived between 276 and 324 A.D. He describes it as "a small ever green tree" and adds that "a beverage can be made from the leaves by boiling." In the 8th century A.D. a treatise on tea was written by a Chinese who referred to an earlier writer on the subject who had lived from 53 B.C. to 18 A.D.

There followed an interesting account of the manner in which the Chinese, who in the dawn of their history were confined to the basin of the Yellow River, spread east and south-west conquering or absorbing the aboriginal races who then inhabited Szechuan and Fukien. The China Confucians, he said, was about 1/10 of the present Republic in area, it lay outside the monsoon region and its people had no knowledge of tea. When the Chinese in the Chin and Han dynasties extended their Empire and penetrated the monsoon region, they learnt the use of tea and as they had no word of their own for the present incorporated the words of the aborigines which were quite different in these two widely separated areas. Later an ideograph was made to which was given the phonetic sound "chaw" and the cultivation of tea was introduced into the old kingdom. Tea, however, did not at once become popular in China, though a treatise written on the subject proved it had been in use in the 6th century A.D.

From China the seed was carried to Japan in the 8th century and the Japanese adopted the word "chaw" into their language.

In Europe.

There was no reference to tea in European literature prior to 1559 and it seems to have reached England first via the Dutch in the 17th century. The earliest mention of tea by an Englishman was in a letter written in 1618 by a merchant of the East India Company who referred to it as "chaw." Peppys in the latter part of the 17th century speaks of having drunk it as an experiment for the first time, and Pope in the early 18th century makes several references to it, from which it was clear that the word was pronounced "tay." In exactly the same way as the Chinese had done,—by extending their empire,—the English a thousand years later discovered tea in Assam. In 1834 the fact that the tea plant was a native of English territory in Assam was proved, and its culture was soon after introduced in India.

England and the Word Beer.

A discussion followed. Sir Henry Gollan, K.C., C.B.E., said that Canon Trench had defined language as being fossilised poetry, Sir Cecil had shown that it was fossilised history, he would be interested to learn how much of the history of

CHINESE CONCERT
AT D.B.S.LARGE ATTENDANCE AT
"AT HOME."

The final celebration of the sixtieth anniversary of the founding of Diocesan Boys' School took the form of a Chinese concert and a gymnastic display followed by dancing in the school hall.

The concert was very well attended, large crowds arriving at the school grounds long before 7 p.m. The buildings were brightly illuminated and everything that could add to the pleasure and comfort of the visitors was provided.

Chinese music formed the major portion of the concert programme, the members of the Confucian Association, Chin Woo Association and Chung Sing Association giving some excellent selections.

A short comedy by students of the school, and a fire works display, supervised by Mr. Leung Shiu On, added much to the success of the programme, which was wound up by a Chinese dance by Miss Lau Pui Lan.

After the concert, the students gave gymnastic display on the tennis courts of the school.

There were more than 300 couples when dancing commenced shortly after 9.30 p.m. after tea had been served in the Board Room, Locker Room, Dining Room and Covered playground. The band of the Somerset Light Infantry supplied the music and the merriment continued to a very late hour.

The school staff, prefects and entertaining committee are to be congratulated on the thoroughness of the arrangement which they had made to ensure the success of the evening's programme. Every-thing had been provided for, and, as is learned, even if the electric lights had failed, there were sufficient torches and flares all ready to provide illumination and carry on the programme without a break.

Mr. Chan Tsan Sheung, one of the school prefects, was chairman of the organising committee and he was ably assisted by Yeung Kwon Leung, Senior Boarder's Prefect and Kwan Wing Hong, Senior School prefect.

"RED" PROPAGANDA.

BOLSHEVISTIC LEAFLETS
FOUND IN COLONY.

The Police are keeping a lookout for persons who are attempting to spread communistic propaganda in Hong Kong.

Yesterday morning some leaflets were found posted on the Peak Tramway Stations, in Murray Road, Murray Barracks' walls, the junkyard stand at Kowloon and other places.

The papers are specially addressed to the sailors and soldiers garrisoned here and contained the usual communistic rubbish. They are signed by "the Kwangtung branch of the Young Communist Party" and probably reached the Colony from Canton, where a Soviet-managed organisation is believed to be at work.

JUNK CAPSIZES IN MIRS
BAY.TWO DROWNED AND ONE
SAVED.

A report was made to the police by Chang Ping, a fok of a cargo junk, stating that a cargo boat left Chung Ching with 127 piculs of salt for Shee Ki, Chinese Territory, last Saturday afternoon. The master and two fok were on board.

At 9 p.m. the same day, they encountered heavy seas and the boat capsized. All three men were thrown into the sea, but Chang Ping managed to grasp a wooden plank on which he kept afloat. He was in the water for over three hours and was then rescued by a fishing junk. No trace has been found of the master and the other fok and it is assumed that both were drowned.

England might be found in the word "beer." His Excellency had not referred to the expression "a dish of tea." The explanation had been given to him that when tea was first introduced into England we barbarians had thrown away the infusion and eaten the leaves with sugar. In the letters of Madame de Sevigny he had noticed that she made the first mention of the habit of drinking milk with tea, and fashion spread quickly and we had gone on to this day murdering the exquisite beverage of the East by adulterating it with milk. They were all very grateful to His Excellency for his lecture and he trusted that his suggestion with regard to the word beer would not fall on dry palates. Several further points were raised, Lady Clementi contributing an amusing story.

LOOTING OF A LIKIN
STATION.ARMED BANDS ACTIVE IN
HANKOW

TWO PEOPLE KILLED.

Hankow, Oct. 28.—The week-end has been marked by serious happenings in the neighbourhood of Hankow. Among these the first place must be given to the attack on the Likin and dyko-repair stations at Pingfang at midnight on Saturday. The attack was made by a band of about 100 armed robbers, who commenced by firing a volley of shots. A Likin inspector named Yang and six others were killed. After securing a sum of about \$20,000 from the two stations, the robbers set the Likin station on fire and left. The fire spread until forty houses and shops had been destroyed.

The news of the next disaster was brought by batches of passengers who arrived back by road. They had started in the passenger-launch Hankang and this launch had been stopped by steady firing from the bank of the river. The pirates acted with great brutality and deprived the passengers and crew of almost all their clothing as well as of their valuables and baggage.

Two of the passengers and one of the stokers, who attempted resistance, were shot. The stoker was only wounded, but the two passengers were killed. Following of the recent attacks on launches three armed launches have been placed on patrol duty on the Han as far as Tsaitien, but it looks as if this will only make the pirates operate further up the river.

Traffic Adventures.

There have been three motor accidents, two of them a serious nature. A car driven by a Chinese out to the International Race Course run over a child and went on without stopping. The villagers followed the car and called on the police there for help. The police found a car parked outside the grounds from which the number plate had been removed, and the driver of this car was later found and charged with causing the death of the child. A heavily-laden motor lorry passing the Goddess of Mercy corner knocked down a boy of nine years and killed him. The driver of the lorry was arrested and the lorry and its load detained by the police. The third accident happened when a lorry tried to go to Church, but only succeeded in knocking down some railings.

During the week-end the police have effected three seizures of arms, but in each of the cases their discovery has been of parts of weapons rather than of complete ones. All three seizures were made as the result of information given to the police. In no case were the owners of the arms caught, only women being found on the premises. The first seizure was made in a firewood store in the Hankow City, the next near the Tunggo Temple at HanYang, and the third near the Golden Orchid Temple in Hankow. Parts of over two hundred weapons were seized.

Agitation Against Annamites.

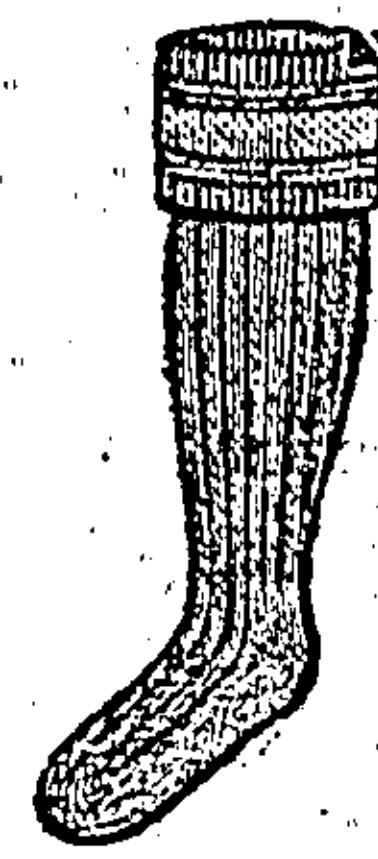
Owing to the presence of so many bad characters in Hankow in this time of unrest, armed patrols are constantly marching through the streets. While one of these patrols was passing along the Hwangpei Street the weapon of one of the men went off, and the bullet inflicted serious injuries on a passer-by. The man was taken to the nearest hospital, while the soldier was taken to the police-station. But the case was evidently one of accident rather than carelessness. It is interesting to note that at the time when the authorities deem it necessary to send out armed patrols even in the ex-coconcession areas, an agitation is being commenced in the Chinese papers for the withdrawal of the Annamese troops which guard the French Concession. The Whampoa Cadets who have arrived here carried out a parade yesterday, Sunday, in good style. They distributed a good many handbills stating that they had come here to look after the peace of the city while the Kuomintang were being defeated. There is said to be a strong feeling among the regular troops that these young men ought to be at the front demonstrating their military skill, while tired regulars take turns at garrison duty.—N.C. Daily News.

ST. ANDREW'S VICARAGE
BURGLED.CLOCK AND SITTING BUDDHA
STOLEN.

Flight Lieut. J. S. Browne, I.A.F., living at the Vicarage, St. Andrew's Church, Nathan Road, Kowloon, has reported to the police that the Vicarage was broken into between the hours of 3 a.m. and 6 p.m. yesterday, by a burglar who gained access by breaking a window pane on the first floor. He entered the rooms on the first floor and stole a small blue enamel Day clock valued at \$80, a small ivory Buddha (sitting) valued at \$4, and a felt hat.

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CHINESE CUSTOMS NOTIFICATION.

THE Office and Stations of the CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to PUBLIC BUSINESS on TUESDAY, the 12th NOVEMBER, 1929.

J. M. HOSBORNE,
Commissioner of Chinese Customs,
Kowloon and District.

York Building,
Hong Kong, 6th Nov., 1929. [5889]

FAN LING HUNT AND RACE CLUB.

THE following Dates have been provisionally selected for STEEPLE CHASE MEETINGS at KWAN TI during the Coming Season—

NOVEMBER 24th.
DECEMBER 32nd.
FEBRUARY 2nd.
MARCH 16th.
APRIL 13th.

[5886]

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NOTICE IS HEREBY GIVEN that the ADJOURNED MEETING of CONTRIBUTORIES will be held at the CITY HALL (Music Room) on FRIDAY, the 29th NOVEMBER, 1929, at 2.30 P.M.

J. HENNESSEY SETH,
S. HAMPDEN ROSS,
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[5888]

CLUB DE RECREIO. 2ND ANNUAL ATHLETIC MEETING SUNDAY, 10th NOVEMBER.

RELAY RACE OPEN TO THE COLONY 4 P.M.
TEAM OF 4-2 OF 220 YARDS;
2 OF 440 YARDS.

CLUB Secretaries are invited to send in their ENTRIES by FRIDAY, 8th NOVEMBER.
ENTRANCE FEE—\$2.
[5890]

HONG KONG JOCKEY CLUB.

THE HALF YEARLY GENERAL MEETING OF VOTING MEMBERS will be held in the JOCKEY CLUB ROOM, HONG KONG CLUB ANNEX, on MONDAY, 18th NOVEMBER, 1929, at 6.15 P.M.

By Order,
C. B. BROWN,
Secretary.
Hong Kong, 1st Nov., 1929. [5877]

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LAM CHI FONG,
40, Bonham Strand West,
or to

D. A. PUYVES,
Prince's Building, Ice House Street.
[5892]

THE TIME FOR BLANKETS

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.10 p.m., stated:—

The anticyclone remains central over Japan. Fresh to moderate monsoon will continue along the S.E. Coast of China and over the N. China Sea.

Local forecast:—N.E. winds, fresh to moderate, cloudy, some drizzle or light rain.

Editorial and Business Offices: 11, Ice House Street, Tel. Central 12.

Night Editor (Wanchai Office): Tel. Central 4511.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, NOVEMBER 6, 1929.

MANCHURIA'S PROGRESS.

It is interesting to learn that a discussion on Manchuria at the biennial conference in Kyoto of the Institute of Pacific Relations was "conducted with good temper." According to Reuter's summary of the proceedings, some of the statements made were decidedly provocative. Japan's delegates, for instance, argued that the position in Manchuria—so far as their country was concerned—was analogous to that of Britain in India. This argument was disputed by the Chinese delegation, and no wonder! Japan certainly has a "special position" in Manchuria, by virtue of territorial propinquity, a large army, and certain rights and concessions taken over from Russia after the Russo-Japanese war, but this is scarcely an analogy with Britain's position in India. There is a definitely stipulated time-limit to Japan's leases of Chinese territory, but we are likely to see home rule in India long before we see Japan handing back Port Arthur and Dairen to the Chinese Government. Many Powers are interested in Manchuria, and one of the delegates at Kyoto reminded the conference that Britain and the United States are closely concerned in the maintenance of peace in that quarter, and in upholding of the "open door" policy. China's representative protested against the excessive political and police control exercised by Japan in this Chinese territory, but apparently one of the Japanese delegates endeavoured to placate the critic by assuring him that Japan's views upon Manchuria were changing—becoming more liberal, which is good news, if true.

Conditions in Manchuria—especially in the South—certainly stand comparison with the situation in other parts of China. In spite of the unrest in South Manchuria caused by the Sino-Russian dispute, the province has been almost undisturbed. This rich territory is adding daily to the lead it has gained over the rest of China. While North Manchuria has suffered heavy losses, the most reliable foreign and Chinese observers state that South Manchuria has escaped unscathed. In fact, North Manchuria's loss has been South Manchuria's gain. There has been no serious alarm in Mukden at any time, due perhaps to the confidence that Japanese troops would not permit fighting to extend below Changchun in event of hostilities. Individual Chinese who have investments in North Manchuria—and this includes "some Government officials in Mukden—have lost some money, but none of them have all their eggs in one basket, and what they have lost in the north they have gained in the south. Foreign and Chinese businessmen are very anxious that there shall be no change in the Government at Mukden. Under Chiang Tso Lin South Manchuria prospered, except in those times when he drained the province to finance his ill-starred ventures into China proper. Since Chiang Tso Lin's son returned to Mukden from Peking and concentrated his interests in Manchuria, the Three Eastern Provinces have experienced unchecked progress until they are now regarded as the most prosperous region in China.

It is almost unanimously agreed that the Government is the most progressive of China provincial governments. Taxation, while heavy, does not vary much from year to year, and merchants can estimate in advance of shipments what they must pay. Business is given more or less of a free hand, and agitators

are given short shrift. The Young Marshal, CHANG HSUEH LIANG, is well spoken of, and has able advisers. He has revealed the same ability as his father to hold the various elements in the Three Eastern Provinces together, so that there is seldom danger of civil conflict. Manchuria has been lucky in having large revenues to expend upon constructive projects. While Nanking has been unable to carry out its ambitious plans for lack of money, Mukden has had the money and used much of it wisely. Thousands of miles of virgin territory have been opened up during the past few months by extension of the system of railways planned by CHANG Tso LIN and carried out by his son. Mukden itself, the capital of Manchuria, has shown amazing growth. Twenty years ago it had a population of 150,000; to-day its population is estimated at 600,000, and conservative observers estimate that it will reach a million inside of five years. Building is proceeding at a great rate, and the South Manchuria Railway area and the so-called International Settlement present the skyline of a modern city. The Chinese city is also being rapidly extended along modern lines.

Mukden officials pride themselves upon their modernity and their conservatism. They are firm "capitalists," with no faith whatever in communist schemes. They admit frankly that the tendency toward socialist ideas in other parts of China is disturbing to them, and that they do not intend to permit such ideas to make any headway in Manchuria. It is a curious fact that in Manchuria, where Japanese interests are greater than in any other part of China, there are fewer anti-Japanese movements. Chinese officials and business-men seldom talk about the Japanese. They are determined not to permit the Japanese to expand beyond the railway zone and the leased territory around Dairen, and seem confident of their ability to keep the Japanese in hand. There appears to be closer co-operation between Japanese and Chinese now than ever before. The "international war" in Manchuria is an economic war, with Japan, Russia, and China principally concerned. The Chinese believe they have an overwhelming advantage, which they intend to keep. Their object is to keep Soviet Russia and Japan just where they are while they develop the rich Chinese territories. They aim at a completely autonomous railway and economic and financial system, through which they can reap for themselves the fruit of Manchuria's prosperity. It is admitted by business-men that the immediate future rests chiefly upon the stability of the Government at Mukden. If the Young Marshal and his advisers can hold their power, the future seems bright, but if any movement to overthrow Manchuria gains headway, Manchuria will suffer a serious setback.

News and Views.

The total output of the Kailan Mining Administration mines for the week ending October 19 amounted to 100,947 tons, and the sales during the period to \$4,591 tons.

The engagement is announced between Mr. Alan Stephen Mitchell, residing at 9, Treugunter Mansions, May Road, and Miss Doreen Theresa Byrne, of Woodburn Court, Calcutta, who is travelling to Hong Kong by the s.s. Khyber, due on November 20 from Europe.

A carnival will take place at Repulse Bay Hotel on Saturday, from 8.30 p.m. to midnight, the charge being \$4 per head including dinner. On Armistice Day there will be a special tiffin, from 1 p.m. to 2.30 p.m., with orchestra in attendance. The usual dinner will be held that day from 8.30 p.m. to midnight.

Hasian Sian Chow, accountant, who died intestate at Tai Sha Tau, Canton, in October last year, left estate in Hong Kong worth \$28,300. Letters of administration have been granted to his daughter, Chow Teh Woon, otherwise known as Marion Chow, of 299, Connaught Road Central. Local estate worth \$12,300 was left by Kwok Hin, who died intestate at 192, Reclamation Street, Yau-mat, in November 1927. Letters of administration have been granted to a son, Kwok Chu, the widow and two other sons having renounced their title to administration.

We are informed by Mr. G. P. Daswami, of Messrs. Lachand and Gandarias, that he has sent the following cable to Mr. Ramsay MacDonald:—"Your action in declaring for Dominion status in India has extremely satisfied Indians in the Colonies, and kept alive the reputation of British integrity. The immediate attainment of the policy would be very highly appreciated." Whether this message is merely an expression of Mr. Daswami's personal opinion, or is representative of the feelings of the Indian Community in the Colony, we do not know. Nor do we know whether the Prime Minister has acknowledged the message.

Mr. S. S. Aksakoff, the noted Russian pianist, has been suddenly taken ill and is now at the General Hospital in Shanghai.

Mr. F. J. Chapman, detailed to the American Legation in Shanghai from Tientsin, has been made a third secretary of the Legation.

Seven armed robbers visited a native bank in Rue Disery, in the French Concession, Shanghai, and got away with \$3,000 without firing any shots.

The eighth annual meeting of Chinese western-trained medical practitioners will be held for nine days beginning from February 2, 1930, at the Chinese Y.M.C.A., Shanghai.

According to a Peking telegram to the Chinese Press, the *Journal de Peking*, a French newspaper, which was recently banned by the Chinese authorities, has again been granted postal privileges.

Brigadier-General and the Hon. Mrs. Bertram Portal left Southampton in the *Rawalpindi* with Miss Hyacinthe Portal, whose marriage to Mr. Malcolm Mackintosh will take place this month in Shanghai.

In accordance with an order from the Shanghai District Kuomintang, the street unions at the International Settlements and the French Concession have suspended activities and are winding up their affairs, pending reorganization.

The construction of houses for the *Ping Yang* (Common People) Village, in Chuan Ka Kiao Road, Chapei, under the auspices of the Special Municipality of Greater Shanghai, has been completed and an inaugural ceremony was held last Sunday.

General Lu Chung Lin, former Minister of War, whose arrest has been ordered for conspiring against the National Government, is reported by the Chinese papers to have escaped from Tientsin to disguise and left for Shensi to join the Kuominchun.

Adjutant and Mrs. P. T. Dorthe, of the Salvation Army, have arrived in Shanghai from Peking by the str. *Shanghai* and will sail for Switzerland, via Marseilles. Adjutant Dorthe has been engaged in the work of the Salvation Army in Peking for nine years.

The Dutch Minister and Mrs. Oudenrijk are leaving Peking in a few weeks for a visit to their home. They will be gone for five or six months. Plans have not yet been made concerning the route they will take. This will be their first trip home in five years.

The Shanghai District Kuomintang has submitted a proposal to the Central Government, suggesting that the \$40,000,000 fortune left by the late Sheng Kung Pao which was recently confiscated by the Government should be set aside for the development of domestic industries.

Lieut.-Comdr. Hugh Cartside-Tipping has been appointed to the river gunboat *Crickit* of the Yangtze Flotilla. He has been serving since August 1923, as first Lieutenant of the destroyer *Valhalla*, and of the flotilla leader *MacKay*, and in command of the destroyer *Watchman*.

The seal placed by the Paoshan Magistrate's Yamen on the office of the Woonung-Yangkiang Bus Co. on September 30, has been removed on the promise of the management that the company would be re-organized and its service improved. The premises were sealed as a result of a decision by the company to stop running buses at 7 p.m. daily.

Dr. Sven Hedin, the famous Swedish explorer, was expected to return to Peking last week from Europe, accompanied by his assistant secretary, Dr. Hummel. Drs. Hedin and Hummel travelled from Europe via Siberia and Japan, after spending some months in the United States, where Dr. Hedin underwent a successful operation.

The Shanghai authorities are investigating into the whereabouts of Mr. Tsui Yang Tze, manager of the Tating S. N. Co., who has been missing for a week. A letter on Mr. Tsui's desk mentioned that he intended to commit suicide but this contained no further information. Inquiries so far reveal the fact that Mr. Tsui had been in a despondent mood for some time, the native bank in which he had deposited a large sum of money having become insolvent.

Another very successful performance was given at the Star Theatre, Kowloon, last night by the Van Valley Company. The programme consisted of attractive vocal and instrumental numbers, some clever conjuring and juggling, very amusing humorous items, and the delightful dancing of Miss Ruth Van Valley herself. It is a well-balanced company, and their entertainment is as lively as it is varied. A complete change of programme will be given this evening, and those who have not yet seen the Van Valley Company have missed a really sparkling variety show such as rarely comes this way.

Captain Riggs, Wharf Manager of the Holt's Wharf, Kowloon, has reported to the police that the coxswain of the tug-boat "Hermes," absconded on October 31 with \$133, entrusted to him to pay the crew of his boat. The man's description has been given to the police but no arrest has yet been made.

Among the passengers who left here yesterday by the President Pierce for San Francisco via ports were Mr. K. H. Robinson, of the Texas Co., Hong Kong, returning home to the United States on furlough; Dr. and Mrs. Roger D. Arnold and family, travelling home to the United States; Mr. Arnold is attached to the National Committee of the Y.M.C.A.; Mr. H. G. McNeary, silk merchant from Canton, on a business trip to the North; Mr. and Mrs. W. N. T. Tam, on a honeymoon trip to the North.

"Poppy Day."

The following telegram has been received by the local branch of the British Legion from Earl Jolliffe, G.O.B., O.M., G.C.V.O.:—"Gratefully remembering help given by Poppy Fund in past years by sympathisers in Hong Kong and associated districts I earnestly and confidently appeal for even more generous support on this coming eleventh anniversary of armistice. The need of beneficiaries of the fund is most urgent.—J.L.J."—

Looking Back 25 Years.

On Saturday the last of the practice games that have been arranged between the players of the Hong Kong Cricket Club with a view of selecting the team that is to do duty for the Colony on Friday next against Shanghai was held. The following is the full score and analysis:—

POSSIBLES.			
F. Maitland, c Sub, b Lumsden	50		
T. S. Smith (captain), l.b.w., b Lumsden	5		
Eng. L. V. de Paris, c Chichester, b J. T. Dixon	41		
F. Horsey, b Lumsden	1		
Lt.-Cdr. Bobble, c Bird, b R. Hancock	1		
F. Butcher, run out	3		
Capt. Harris, c Burnley, b Lumsden	6		
W. Daniel, not out	30		
C. H. MacKay, c Bird, b Pearce	12		
Gnr. Browning, c J. T. Dixon, b Pearce	7		
A. R. Lowe, run out	3		
Extras	15		
Total	144		

Bowling Analysis.			
	O.	M.	R. W.
Lumsden	18	4	47 4
R. Hancock	11	3	29 1
J. T. Dixon	10	3	25 1
R. E. O. Bird	8	2	20 0
Pearce	4.3	3	8 2

PROBABLES.			
R. Hancock (captain), retired	40		
T. E. Pearce, c Horsey, b T. S. Smith	7		
C. M. G. Burnie, l.b.w., b Horsey	38		
J. T. Dixon, retired	34		
H. Hancock, c and b Brown	10		
ing	12		
A. G. Ward, not out	12		
Batler Dixon, c Browning, b Harris	0		
J. Ayr, not out	2		
Extras	10		
Total	175		

Major Chichester, R. E. O. Bird, and Lieut. Lumsden did not bat.

Bowling Analysis.			
	O.	M.	R. W.
Browning	18	2	38 1
T. S. Smith	15	2	42 1
Butcher	6	0	30 0
MacKay	2	0	5 0
Harris	11	2	32 1
Horsey	3	0	12 1

Hong Kong Daily Press, November 7, 1904.

Looking Back 50 Years.

"Sir,—Much and just grievance is felt about Chinese Guilds and combinations, but I shall thank you to tell me what name is applicable to the combination of the nine companies and firms who have issued the notice to shippers to China and Japan? Their way of attempting to put down the lesser companies and firms and calling it 'the regulation of tonnage upon the berth' is rather good. Were it not that the signatories are wealthy institutions and firms, the whole thing might be considered a joke, and a very bad one too. As it is, it should be opposed to the very utmost by those interested. Why not also concentrate all into one firm's hands in China and Japan, the P. & O. and Messageries Maritimes included, and give the others cheap passages home by any of the combination steamers? (the first tea steamer except) *et que cela finisse!* The others, whom one cannot even call outsiders, since that denomination is already taken by the combination, had really much better avail themselves of the cheap passages to get home, which will be granted, I am certain, as it is of a piece with the manner of regulation of tonnage to also regulate the number of firms in China and Japan, and let thus each and all be at an end!"—Hong Kong Daily Press, November 6, 1879.

THEFTS ON THE HIGH SEAS.

VALUABLE JEWELLERY ON S.S. EMPRESS OF FRANCE.

Two reports from different vessels, of robbery on the high seas, were made to the Water Police Station yesterday.

Mr. King, Master-at-Arms aboard the s.s. *Empress of France*, reported to the Police that during the voyage from Vancouver some one got into a first class cabin and took away a platinum wedding ring studded with diamonds; one large solitaire diamond in a platinum ring with claw setting; and one double diamond and platinum ring; claw setting, with two diamonds in the centre. The jewellery is the property of Mr. G. H. Fairhurst of 5, Penn Road, Alipore, Calcutta, India.

Large Haul From S.S. *Michael* *Jobson*.

Four Chinese deck passengers aboard the s.s. *Michael* *Jobson*, which arrived here yesterday from Hoihow and Amann, were victims of a robbery during the voyage. The total value of the property stolen amounted to \$1,419. The robberies were committed on the night of November 3.

The first victim, lost 12 articles of jewellery valued at \$305; the second lost five articles of clothing and one crystal stone Buddha valued at \$250. His total loss amounted to \$550. The third, a tax-collector of the Canton Government, was robbed of 11 articles of clothing and money amounting to a total of \$366. The fourth victim, a Customs clerk, lost clothing to the value of \$337. None of the property has been recovered.

INSULT TO BUDDHISTS AT HANKOW.

CONVERTING TEMPLES INTO PUBLIC CONVENIENCES.

Hankow, October 28.—The vernacular press carries the incredible news that the local authorities have issued definite orders to the city shrines erected to local divinities (Tu-ti Miao) in Hankow, stating whether they were built by public or private subscription, the aim of the order is to convert all the nature of the surrounding properties.

The purpose of this order is that superstition may be overthrown and hygiene promoted by converting all that are suitable into public conveniences. The rest are to be demolished. This news is the more amazing as it follows so soon on the visit of representative Buddhists from the Yangtze Valley to Nanking to interview leading members of the Government. This deputation pleaded for religious liberty and for the right to maintain their external organization, and they received a very favourable reply.

U.S. DESTROYERS MOVING.

RUMOURS DISCREDITED.

[United Press.]

Washington, October 20.—The Navy Department has received no report of pending trouble in China. It was stated to-day in connection with news that a group of destroyers had been ordered from Manila into China waters unexpectedly. It was stated, however, that Admiral McVay had full authority to order ships wherever he desired, and hence he could order the vessels from Manila to China without the knowledge of Washington authorities.

Six on Way.

Manila.—The U.S. destroyers *Pope*, *Truxton* and *Perry* sailed for Chinese waters late this afternoon, while the destroyers *Stewart*, *Pillsbury* and *Parrot* are sailing early to-morrow morning. All except the *Pope* are attached to the 43rd Division, the *Pope* being attached to the 39th.

Naval authorities assert that the vessels are reporting to the Commander-in-Chief and that they must decline to make any comment further, except to state that the first destination is Shanghai. It is understood unofficially that the destroyers are to be held here in the event of possible emergency in connection with major scale fighting up the Yangtze.

DIAMOND MERCHANTS SHOT.

FOR SMUGGLING GEMS FROM RUSSIA.

Moscow.—Two prominent Jewish diamond merchants were executed by a firing squad for smuggling diamonds out of Soviet Russia, making 63 known executions in the past four days for various alleged offences. Most of them have been political.

FENG'S STORY OF AN ALLIANCE.

AGREEMENT WITH YEN HSI SHAN?

TO VANQUISH THE KUOMINTANG!

STARTLING STORY FROM SHANSI.

[THROUGH REUTER'S AGENCY.]

Feng Yu Hsiang, who has not lately been so much in the limelight, has thrust himself into prominence again with a startling statement in which he claims to have an understanding with Yen Hsi Shan, Shansi's War Lord, as to the subjugation of the Kuomintang. He goes so far as to state that Yen has become Commander-in-Chief of the Kuomintang—but vernacular reports all speak of Yen's expressed loyalty to Nanking!

SHANGHAI, Nov. 5.

A Japanese report from Peking says that Feng Yu Hsiang has made a statement to the effect that the present activities of the North-Western Armies started only after he had consulted Yen Hsi Shan. Consequently, both Yen Hsi Shan and he are responsible.

Therefore, in case of a victory over the Nationalists, Feng Yu Hsiang and Yen Hsi Shan will hold a conference to discuss the establishment of a Provisional Government, the personnel thereof, and the location of a national capital. The manifestoes against Chiang Kai Shek were made public after endorsement by both Yen Hsi Shan and Feng Yu Hsiang.

He adds that Yen Hsi Shan has assumed the post of Commander-in-Chief of the Kuomintang with himself (Feng) as Vice-Commander, and concludes by emphasizing that he is not opposed to the policies of the Kuomintang, but to the manner in which the existing regime are putting the policies into practice.

WHAT YEN HSI SHAN SAYS!

A DIFFERENT STORY.

(Nam Chung Pao.)

Yen Hsi Shan has wired the Central Government, the Military Headquarters and the Committee of the Disbandment and Reorganization Affairs saying he has assumed office as Vice-Commander-in-Chief of the Government forces.

In a separate telegram, Yen said he would detail his troops to take part in the campaign against the Kuomintang.

KUOMINTANG IDLE.

LULL IN THE FIGHTING.

[THROUGH REUTER'S AGENCY.]

HANKOW, Nov. 4. The Kuomintang have not advanced below Yunyang, where it is stated that four regiments have already concentrated with large stores and material. According to official sources here, no attack will be launched against Yunyang by the Nationalist troops, who will remain at present in their defence positions at Laohokow, Fancheng and Siangyang and await the enemy's advance.

Nationalist communiques continue to claim victories on the Lungshui with little and vague details given, but independent reports indicate that the Kuomintang are more than holding their own and that the National position is none too secure.

Despite the reported captures of Tengfeng and Linju by the Government, fighting is still reported from these vicinities with no apparent decisive result.

Government Short of Cash.

HANKOW, Nov. 5.

The situation in North-West Hupeh continues unchanged, with the Kuomintang still in occupation of Yunyang, and some of the villages directly southward of there. However, for the present they are making no further move down the Han River.

Every endeavour is at present being made to raise money in Wuhan for war expenses, and well-informed circles state that the Government is endeavouring to borrow \$3,000,000 from local banks and business men which will probably be secured with Government Bonds.

It is learned that \$400,000 was sent to Hoonan yesterday for payment of front line troops.

ARREARS OF PAY FOR FOREIGNERS.

BUT "ADVISERS" ARE EXCLUDED.

[THROUGH REUTER'S AGENCY.]

NANKING, Nov. 5. It is officially stated that all salaries arrears due to various foreigners formerly serving in the defunct Peking Government will be paid by the Finance Ministry. Only those engaged in bona fide administrative and educational work, however, will be paid, military and political "advisers" being excluded.

GUARDING BRITISH RESOURCES.

DEVELOPMENT COMMITTEE APPOINTED.

SADLY-NEEDED CHANGES.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 5.

In the House of Commons to-day, Mr. Snowden announced the appointment of a committee to inquire into banking finance and credit, with the object of promoting the development of trade and commerce, and the employment of Labour.

The fourteen members include bankers, industrialists, economists, and one ex-Communist.

Some Famous Names.

RUGBY, Nov. 5.

British Wireless states that as regards the composition of the Committee, Mr. H. P. Macmillan, K.C., will be Chairman. Finance is represented by well-known bankers including Lord Bradbury, Mr. Robert Brint, Mr. Cecil Lubbock and Mr. Reginald McKenna. And there are also prominent figures in industry, commerce, and Trade Unionism, as well as academic economists, such as Mr. J. M. Keynes and Professor Gregory, among the members.

About a month ago, at the Socialist Party Conference held at Brighton, Mr. Snowden stated his intention to establish a committee to make a sweeping inquiry into credit policy. The passage in which he announced his plans was as follows:—

"There must be something wrong and something which needs attention when an orgy of speculation in a country 3,000 miles away should dislocate the financial system here and inflict grave suffering on the workers in practically every country in the world."

"That is a matter to which our serious attention must be directed, and we must try to see whether it is possible to prevent such disastrous things, and see if human wit and human knowledge can devise a system where finance will be the handmaid and the servant of industry and not its master."

"I doubt if anything very effective can be done except by international co-operation, and I am hopeful that the international bank which is to be set up under the Young plan will be able to devise international co-operation for the purpose of economising the use of gold and establishing machinery to prevent the unnecessary transshipment of gold."

"But we cannot wait for that, and we must see if anything can be done within our own control to discover whether our present methods of credit are the best, whether they serve the interests of industry as well as possible, or whether some better means can be devised, for, after all, that is the paramount consideration—the relations of industry and finance."

"The committee will have wide terms, and it will be able to investigate all aspects of banking—financial and credit policy particularly—to find out what are the effects of present policy on industry, and to put forward suggestions for improving these relations."

"The setting up of this committee implies no reflections whatever on British banking and financial institutions, for whatever improvement may be possible in their methods and their constitution, the fact remains that these institutions are pre-eminent in the world for their soundness and their probity, and British credit and the British market are the best for the investments of those who want genuine investments and who do not crave to have speculative profits."

COAL PROPOSALS.

MINERS' CONFERENCE IN LONDON.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 5.

Delegates from all British coal-fields are to-day attending a special conference in London of the Miners' Federation, which will consider the proposals on the coal industry which Government will embody in legislation during the present session. The Conference will also give authorisation to the Miners' Executive to take part in to-morrow's joint conference with coal owners, called by the Government.

The Government proposals provide for reducing working hours to 7½ per day, from April 6, a gradual State acquisition of mine royalties, and schemes for the regulation of prices and output.

NEW YORK'S MAYOR.

THE RIVAL CANDIDATES.

New York, November 5.—New York's army of voters will go to the polls to-day to elect their Mayor for the next four years—and their choice will rest between a candidate of Italian parentage and one of Irish blood. Both Fiorello H. La Guardia, stocky and outspoken Italian and debonair James J. Walker, New York's present Mayor, were born in the city which each hopes to rule for the ensuing four years.

Many believe that the personalities of both Walker, the Democratic nominee, and La Guardia, the standard-bearer for the Republican party, will play as important part in the election as the policies for which they stand. Each of the candidates for New York's chief political office have mannerisms which keep them on the front page of the newspapers.

A Clever Showman.

The public knows La Guardia as the man who made beer and invited arrest, who waved a thirty-cent pork-chop before his fellow Congressmen in an attack on the meat trust, who dragged a complete six-foot steamship model to the floor of the House of Representatives to expound on the Vestris tragedy, and who is always taking the side of liberal causes with an equal amount of both vigour and a sense of showmanship. In the House La Guardia was popular with everyone except the extreme anti-liquor group.

Mayor Walker, known in New York as "Jimmy," is often called the most popular chief executive the nation's largest city ever had, and he has enjoyed his job of officially greeting queens, prizefighters, and beauties. Walker, with unfailing sense of humour, has traveled widely—spreading his fame and popularity to Europe and the various sections of the United States. As likely as not Walker may be seen at a cafe, prize-fight or theatre. At one time he went on the stage to replace an actor who was impersonating him. Always well-dressed and carefree, Walker has written that the Mayor's job is not one of pleasure only, but entails sufficient work to keep him busy for twenty-four hours a day—but he enjoys it.

An Independent Republican.

While La Guardia is a candidate on the Republican ticket, he is not popular with a few of the "white-haired boys" of his party because he is quick to voice disapproval if he believes the party wrong. Walker grew up in the Tammany Hall environment, and in his political career, which took him to both houses of the New York Legislature, he learned to be an ever-ready speaker.

Both candidates have been admitted to the bar and La Guardia maintains an office to-day. While La Guardia was a representative in Washington, was not considered a member of the Republican party, the Republican party believes that the bombastic, combative little Italian is the one man able to play the role opposite the dapper Walker without being completely submerged.

While in Washington La Guardia, an ex-Mayor of the Aviation Corps, gave little attention to society. His opponent is one of the most sought-for dinner guests in Manhattan. Though La Guardia can nearly match words with Mayor Walker, it is doubted if he can compete with the Mayor as an after-dinner speaker.

When an august body of some six hundred citizens came to "Jimmy" Walker informing him that they wanted him to seek re-election, he smilingly uttered the now popular phrase, "who could say no?" La Guardia won the Republican nomination in a primary without difficulty, and since his acceptance of the nomination he has put on a vigorous campaign assailing his opponent's principles at every turn. In answering charges of graft, Walker, in his diffident fashion, has asked voters to turn to his record for proof of his right to rule the city for another four years.

Both men are fighters. At the time of nomination La Guardia declared:—"I am going to lick them. There was not any doubt of that when I started this fight, and there won't be any on election eve."

Walker smiles at these remarks in his usual manner and political observers believe that the Mayor feels secure and confident that his organization will sweep through to another victory after the votes are counted.

BETTER DAYS FOR INDIA.

VICEROY'S STATEMENT APPROVED.

TENSION SLACKENS.

[THROUGH REUTER'S AGENCY.]

NEW DELHI, Nov. 5.

The effect of the Viceroy's statement on Indian matters may be summed up as having a stroke removed the tension from Indian politics, and re-introduced a spirit of confidence and trust between Government and governed.

Also, it has delivered a smashing blow to the Independence movement, which so far had been gaining daily adherents among Congressmen. First Press opinions of all "complexions" overwhelmingly welcome Lord Irwin's announcement as a wise step, with a view to discovering a way out of a political impasse.

Similarly, political leaders throughout India, who have voiced their first impressions, have acclaimed the announcement without reservation.

POLISH POLITICAL TROUBLES.

WRANGLE IN PARLIAMENT AVERTED.

[THROUGH REUTER'S AGENCY.]

WARSAW, Nov. 4.

What is going to happen when Parliament opens to-morrow is a question the whole country is excitedly asking, following the latest episode, a quarrel between the dictator, Pilsudski, and Parliament. The former recently took 100 armed officers to the Diet and overawed the Deputies. The speaker refused to open the proceedings until Nov. 5.

The speaker to-day has written to the President, Pilsudski, demanding a dissolution of the Diet or the resignation of the Government, as the Deputies refuse to endure Pilsudski's unbridled insults.

A serious clash between the dictator and Parliament at present seems inevitable.

Smart Work!

WARSAW, Nov. 5.

M. Moscicki, President of the Republic, who sided with Pilsudski, has decreed an adjournment of Parliament for a month, thus circumventing the action of M. Daszynski, President of the Diet, who in defiance of Pilsudski, convened the Diet for to-day, taking elaborate precaution to prevent another military interruption by instructing that only ticket bearers and official personages be admitted.

REDUCTION IN STEEL PRODUCTION.

DECISION OF THE CARTEL.

[THROUGH REUTER'S AGENCY.]

BRUSSELS, Nov. 4.

The Executive Committee of the International Steel Cartel meeting at Luxembourg to-day, decided to reduce production by ten per cent from the beginning of February, making the total tonnage of the current programme twenty-nine millions instead of thirty-two millions.

Owing to the congestion of the market, fifty-seven Belgian foundries are reducing their output by five per cent, as from November 11.

AMERICAN TARIFF BILL DOOMED?

"LOBBYING" CONDEMNED BY SENATE.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Nov. 4.

What many political observers regard as the deathblow to the present Tariff Bill was delivered when the Senate, by 54 votes to 22, passed a resolution censuring Mr. Hiram Bingham, of Connecticut, for employing a lobbyist as his secretary in tariff matters.

REPORTERS SENT TO PRISON.

WITHHOLDING NAMES OF BOOTLEGGERS.

[United Press.]

Washington, October 30.—Three reporters of the Washington Times were sentenced to-day to serve 45 days in jail for refusing to give to a federal grand jury the names of bootleggers they had alleged to be operating in Washington.

The reporters, German Hendricks, Linton Buickette and Jack Neyrin, recently wrote a survey of prohibition conditions in Washington and alleged that illicit liquor selling flourished there.

MR. THOMAS' UNEMPLOYMENT CURE.

ELABORATE SCHEME SUBMITTED.

RAILWAYS, ROADS, AND EXPORTS.

OPPOSITION REMAIN SCEPTICAL.

[REUTER AND BRITISH WIRELESS.]

LONDON, Nov. 4.

In the House of Commons to-day, Mr. G. H. Thomas, Minister in charge of the unemployment problem, made a statement on the subject.

Mr. Thomas recalled that when he first addressed the House on this question, he indicated that he had no magic cure for the problem. He had made it perfectly clear then, as he did now, that it was not a temporary problem and it would be impossible to deal with by it temporary means.

Capital had been made of the fact that since this Government came into office, the unemployed figures had increased by nearly 100,000. He pointed out that when, twelve months ago, the late Government were in office, the figures increased in precisely the same period by 200,000. That merely indicated that seasonal changes, which were inevitable, were not a real improvement of the unemployment problem.

Foundations of Policy.

Mr. Thomas indicated again to-day the broad view wherein he based his policy. The first point was low, by the expenditure of public money, they could find employment, in work that in itself would increase the efficiency of the nation and not add to the general burden of industry by dead capital.

The second point was how could the Government help the import and export trade and stimulate the productive capacity of industry generally.

Thirdly, how could the great potentialities of the Empire be developed and encouraged to contribute to both these objects?

Mr. Thomas recalled that he had set up a Committee composed of representative men of all classes to examine the schemes submitted under the first category. In three months, the committee had passed various schemes involving an expenditure of £7,000,000.

Railway Schemes.

A plan was discussed between the Great Western Railway, the London Midland and Scotland Railway, and the Metropolitan Railway. The Great Western Railway scheme alone was for £4,500,000 and would afford direct employment for 200,000 men for many months.

In addition to the £7,000,000 of the schemes sanctioned by the Committee, additional schemes involving £20,000,000 were under review by the Committee.

Mr. Thomas said he had indicated how in a certain direction he felt the railway companies could contribute, for instance, by substituting Home-produced steel for imported wooden sleepers. In response, the railway companies had ordered in this country 13,000 tons of steel sleepers. Though this amount might be infinitesimal compared with the requirements of the railway companies as a whole—and he could not state how many men it would employ—it was a start and he hoped it would be followed up.

Schemes covering nearly half the country and three-quarters of the population existed at the moment, and since last July contracts had been made amounting to £1,250,000.

Road Construction.

The Post Office had agreed to accelerate their programme and proposed to spend £725,000 this year and the same amount next year in telephone extensions.

The Minister of Transport had ensured a programme of road reconstruction to cost £9,500,000, spread over four to five years, and a further five-year programme of classified roads to cost £28,000,000, and he hoped legislation would be passed to enable work on new Charing Cross station and bridge to be begun before May or June next. Work might be started on the reconditioning of Waterloo Bridge before Christmas.

Every endeavour was being made to reach a settlement between the parties concerned whereby a tunnel under the Lower Thames and Purfleet would be constructed. This scheme involved £3,000,000.

In an attempt to speed up development of the Colonial Empire, £3,000,000 was to be spent on the Zambesi Bridge, and it was estimated that this would provide employment in this country for 50,000 men for many months.

The total expenditure on all schemes mentioned would be £42,000,000.

Other schemes continued Mr. Thomas, involved many millions of pounds. But however impressive these figures might be, he attached even more importance to the development of our export trade.

Commenting on his visit to Canada, Mr. Thomas mentioned that Canada imported 16,000,000 tons of American coal last year. He knew we could not hope to compete with the whole 16,000,000 tons. In the St. Lawrence Basin, 2,250,000 tons of American coal were used, and on that he concentrated.

Seven years ago this country for the first time sent British coal to Canada. We had to compete against tremendous difficulties and prejudices. These had not only been overcome, but this year 800,000 tons would be sent, and he said without fear of contradiction that the difficulties of the coal industry next year, so far as Canada was concerned, would not be to get customers, but to supply the demand.

He was satisfied that what could be done with anthracite could also be done with bituminous coal, and he sent out some coal in advance of his visit. He adopted this measure because we could not hope to compete with our coal against the American coal merely on the basis of so much per ton. If our coal were judged on value as against American, we could compete.

As a result of his visit, five 6,000-ton ships had been ordered to deal with coal exports to Canada next year alone.

Steel For Canada.

In regard to steel exports to Canada he was even more optimistic. He was now arranging for the Export Credit Committee to finance a large tonnage of steel. In this connection, Mr. Thomas urged the desirability of greater regularity of return cargoes from Canada, mentioning the quantity of wheat held up at Montreal. The cost of our coal and steel was affected by the present irregularity of return cargoes. The Wheat Pool would be meeting him shortly in this country to discuss the situation.

In the course of his speech, Mr. Thomas dealt with the difficulties experienced by the Government and Municipalities in acquiring land for roads, and he foreshadowed early legislation to tax land values and unearned increment.

Sceptical Opposition.

Concluding, he hoped that the House would accept his statement as the first indication of "three months' hard labour."

Mr. Lloyd George, the Liberal Leader, described Mr. Thomas' proposals as "timid, pusillanimous and unintelligent."

Mr. J. Maxton, who leads the Left Wing of the Labour Party, complained that the proposals contained nothing that had not been tried out by Mr. Baldwin and Mr. Lloyd George.

Sir Laming Worthington Evans (Conservative) regretted that the House had nothing more offered to it than some very tentative efforts.

The vote on Mr. Thomas' salary, on which the debate was initiated, was agreed to without a division.

AFFAIRS IN AUSTRIA.

HOPES FOR PEACEFUL SETTLEMENT.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 5.

Replying to a Parliamentary question on the political situation in Austria, Mr. Henderson, Foreign Secretary, said that both parties in that country were discussing constitutional problems in the manner provided for by Parliamentary institutions of their country, and in a spirit congenial to those institutions.

The British Government sincerely hoped that the endeavours of the Republic would enable it to return rapidly to normal conditions, and to disarm and disband those semi-military organisations which hampered progress and development. Any attempt to deal with problems by other means would mean a breakdown of present Parliamentary negotiations, which would naturally cause British Government grave concern, as such would constitute a serious menace to international stability.

Sports News

SHANGHAI V. MALAYA INTERPORT.

A DAY OF CHANGING FORTUNES.

FINE HITTING IN NINTH WICKET STAND.

STUBBORN DEFENCE IN FAILING LIGHT.

Yesterday morning was at first rather overcast but the sun began to break through after ten o'clock. Braddell did his duty as a captain and elected to bat on winning the toss. It was just about twenty to eleven when Wynch and Evan Wong opened the innings to T. W. R. Wilson bowling from the Law Courts end with a nice third-man wind to help his swing. He opened with a maiden. O'Hara bowled from the Yard end and 4 leg byes and a single resulted.

Early Surprises.

In Wilson's second over he clean bowled Wong with a beauty, which Wong was playing to leg when it took his off stump. From the first ball that Hopkins received it was evident that he was a good bat, but even so Wilson got another swinger past him in his fourth over and uprooted his off stump. (11-4.) Lal Singh came in to fill the vacancy and he and Wynch started to run short singles. Wilson should have met with further success a couple of overs later as Lal Singh swept him to long leg and skied the ball. The fielder managed to get to a very nasty catch while running back but after taking the ball he tripped and fell backwards and the ball slipped out of his hands. However, in his next over Torry upset Wynch's off stump with a yorker bowled from well behind the bowling crease which the batsman took for a half volley. (24-34.) Wilson had taken three for seven, at this period.

The First Change.

At this point Leach relieved O'Hara who had bowled very steadily, but did not seem to be making them come off the pitch quite as quickly as of old. Bostock Hill got the first hit four of the match with a fine extra-cover drive off a pitched up one of Torry's. Lal Singh evidently was trying to improve the pace and had had luck with a terrific square leg hit that hit the umpire too, as it was a very nasty smacker. After no less than fifty minutes play thirty was hoisted.

A Stubborn Stand.

Leach still kept Wilson on though he was palpably tiring, and Bostock Hill carted a full-toss to the leg boundary. Next over Lal Singh got a beauty to long leg off what seems to be a favourite shot of his to a ball on his legs. He drops on one knee and at the same time sweeps the bat across with a full swing—a very pretty shot to watch. He repeated it a couple of balls later and put the ball on top of the Indians tent. Rawsthorne relieved Wilson, but Leach continued to try his leg trap on Lal Singh and rather a pretty duel between them ensued. However, runs came fairly steadily and at sixty-two O'Hara went on again at his old end, and kept Bostock Hill pretty quiet, though Lal Singh began to jump in to him and drive. Orr in the deep, however, was quick and safe. Marshall relieved Rawsthorne at 73, and proceeded to bowl high tossed leg-breaks outside Lal Singh's legs. The batsman was quite adrift with him and he sent down a maiden over. (At this point the Shanghai scorer was seen to smile.) It was rather hard to see what he was doing but neither batsman seemed to connect with the over either. Later on Lal Singh got him to the leg boundary twice, but continued to treat him with a good deal of respect.

The Stand Ends.

Just before half past twelve Wilson went on at the Law Courts end and Lal Singh mistimed his first ball and was easily caught and bowled. It had been an invaluable innings for his side and he had very bad luck in not getting his fifty especially as the unfortunate umpire had robbed him of a certain four. But full credit should be given Leach for rather a subtle change of bowling. Braddell came in and was none too comfortable at first, and was caught at the wicket on the leg side off O'Hara. The Doctor had bowled 14 overs for 20 runs and one wicket. (30-52.)

The Swing of the Pendulum.

Fortune had now swung back to Shanghai. Bostock Hill, however, put the hundred up with a four, a mid-wicket off Wilson and took another, a beauty through extra-cover, in the same over. The century had taken two hours to make. One has seldom seen a batsman more uncomfortable than Smith with O'Hara but Bostock Hill played most steadily and no further disaster occurred before the tiffin interval. Malaya had scored 111 and Bostock Hill was not out 43.

Wickets Fall Steadily After Tiffin.

After tiffin O'Hara continued to bowl at the Yard end and Wilson at the other. A few runs were scored and then Bostock Hill played inside of a leg break from the Doctor and was well caught low down by Wilson at slip, the fielder rolling over but holding the ball off the ground. (118-6-48.) Evidently 48 is an unlucky number in Selangor. With Gibson and Smith together—both batsmen with long reaches—things were very quiet. O'Hara had them tucked up always when he pitched up, but he bowled some amazing short uns about this time and at least three easy boundaries went begging. Gibson began to open out but he was very lucky not to be bowled by a fine ball from Wilson which went for four byes. However, Smith was l.b.w. to the fast bowler at 132. He had never looked like getting runs. Jansen succeeded, and Gibson clumped the Doctor for a couple of fine drives, and brought Leach on in his place. He hit a lovely four to leg apparently from an off break but tried to drive one which was too short and skied it. O'Hara running behind the bowler's wicket brought off a very fine catch. (148-8-29.) Gibson's innings though short was pleasant to watch and he had four fours in it.

Jansen, who gave one of the impressions that he might have gone in a bit earlier his lovely square cut off Wilson to send up 150, and carted Leach to the leg boundary next over, as did Waring. Leach's leg theory was not a conspicuous success. Next over he timed one of Wilson's slower ones beautifully and put him on to the tramway track behind the raised stand. A tremendous hit, played with little apparent force. Stokes then went on at the Yard end, and Rawsthorne relieved Wilson but seven runs came from his first over.

Changing Fortunes.

This stand put on thirty runs very quickly and the balance seemed swinging again to Malaya. Scoring continued. Waring fluked a four over second slip's head after driving one well to the on boundary, before, both off Stokes, and continuing cheerfully they sent up the 200. Shanghai rather lost their grip on the game here and their bowling cracked a bit. Leach tried Madar and after a big four to long leg by Waring and a single or two Jansen skied one and was caught by O'Hara at mid-on. (212-6-37.) A most useful innings. Wilson went on at the Law Courts end with the new ball and Knight cut him square for 2, and then placed him to the square leg boundary. Waring skied Madar to a terrific height but Barnes dropped it and a couple of runs later Leach dropped the same batsman at mid-off. Shanghai were demoralized. Waring entirely neglecting the centre of his bat got yet another four off the edge. Then reverting to its middle he hit a beautiful four to square leg. However, the pace was too hot to last and Wilson bowled him clean at 233. The innings closed at about 3 p.m. and by far the most enterprising (if not the most scientific) cricket was seen during the last hour.

Shanghai Bat.

Stokes and Simpson started for Shanghai and Simpson bowled down well, and three singles came in the first over. Jansen bowled at the other end. Neither bowler was doing very much to start with and Stokes sent the first ten up with a beautiful shot to long leg of Jansen. Smith seemed to be in trouble with the hole Leach had dug and sent down some tremendously long hops at which Simpson swung wildly and he was lucky to miss them. Stokes got Jansen away several times for four—including one priceless off-drive all along the carpet. Both bowlers, in fact, seemed quite unhappy and at 25 Braddell very wisely replaced Smith by Bostock Hill and an even better change bowler (ten)—came next over. One cannot help feeling that tea might have been taken at 5 p.m. in the event of an innings terminating between 2 and 3.45 p.m.

After Tea.

Lal Singh, fast medium right hand relieved Jansen after tea, and the two new bowlers seemed a distinct improvement. Stokes, however, managed a very pretty four through the covers off the slow bowler. Simpson, who had given away several runs by only sauntering over the first, survived a confident appeal for stumping at 34, and seemed to be taking more chances than the situation warranted. Stokes played beautiful cricket. It was a great treat to watch the two of them

batting to Bostock Hill who was fighting the ball beautifully and varying his pace very cleverly. It was impossible to see from the pavilion if he was turning very much but I do not think so. It was most disappointing when Stokes put a full toss from Lal Singh on his body straight to Gibson at square leg. It was by no means a bad shot and the catch was a very smart one. (42-1-31.)

A Dangerous Half Hour.

Marshall, the new-comer, did not seem very comfortable but that partly may be due to his rather ungainly style and the use of his shoulders. Lal Singh kept hitting him on the pads and once appealed but the umpire gave the batsman not out. At 51 Simpson made another of his careless slashes at a fast long hop from Lal Singh and was clean bowled. It looks as though he doesn't get his right leg thrown across as he should. Lal Singh was getting no luck with his good balls and then picking up a wicket off-tripe. (51-9-17.)

With Madar in Marshall had a very lucky over from Bostock Hill, in which he got five runs but was in trouble all the time. Next over Madar nicked Lal Singh between his legs and the wicket and got four instead of being out. Runs then began to come a little easier as Marshall seemed more at home, and at 70 Jansen went on again at the Law Courts end and Smith at the other. A long spell of quiet ensued broken only by four byes off a splendid ball of Jansen's which beat the bat, wicket and stumper. Six maidens were bowled in succession varied only by four leg-byes. Hopkins went on for Jansen and after Marshall had a single he all but got Madar to play on. Play closed after that over with the score at 70 for two wickets.

Summary.

A fairly even day's cricket, but Malaya have reason to congratulate themselves as twice they were in serious difficulties. Each time a catch was put down, though each chance was a bit of a brute. If Lal Singh had been taken at long leg about in the thirties, and if the skier had been taken behind the sticks Malaya would not have runched so. Their batting was not very impressive with the exception of Lal Singh, but I fancy we have not seen the best of it. Hopkins is obviously a class bat and Bostock Hill a very sound defender. The later bats, Gibson, Jansen and Waring played exactly the right game and saved their side. The latter certainly was "blooming" and blooming "ard and blooming often."

Shanghai In The Field.

Torry Wilson bowled very well indeed with the new ball and it was no fault of his a much smaller total was not the result. O'Hara bowled as steadily as ever and deserved his wickets though I rather thought Braddell played the ball with his clothes and not the bat. It was, I am told, deflected a lot, and he had his gloves and bat in front of him facing square-leg so it was not entirely surprising to see him go. Leach bowled fairly well—he has bowled better—but none of the others were very impressive. The ground fielding on the whole was good but a bit slack in places. The throwing in on the whole was excellent, but everything went awry in that awful last half-hour. Apart from his one lapse Barnes kept excellently and at times was brilliant on the leg side.

Malaya Bowling.

I was very disappointed in Smith and Jansen. The former is not particularly extra-fast and except in the last over did not seem to bother the bats. Jansen was better when he went on the second time. Bostock Hill did not get a wicket but he was a pleasure to watch. Lal Singh was very useful though his bad balls were the ones that got wickets. The fielding of the side was excellent, and Braddell had his field very well set.

Shanghai Batsmen.

Stokes has come on enormously and played a delightful innings. Simpson gives one the impression that he has some very pretty shots, but he is extraordinarily casual and swings at (rather than hooks) short balls as if he didn't bother to look at them. From the way he ran the first run always, one would have suspected he learnt his cricket in Hong Kong.

Finals.

It is pretty clear that where Malaya score is in their levelness. Smith certainly did not seem to deserve so high a place in the batting order but I hear he is a good bat. Jansen hit splendidly and certainly might have gone in earlier and so possibly might have kept but for the fact that some one has to go in No. 10 and No. 11. Altogether it was one of the most pleasant day's cricket I have watched for a long time.

R. ABBIT.

Present score and analysis:—

First Innings of Malaya.

W. A. D. Wynch, b. Wilson...	4
E. L. Evan Wong, b. Wilson...	1
H. O. Hopkins, b. Wilson...	1
Lal Singh, c. and b. Wilson...	48
A. J. Bostock Hill, c. Wilson...	43
R. L. L. Braddell, c. Barnes...	2
O'Hara	(Continued on next Column.)

THE WIZARDRY OF M. COCHET.

FRENCH TENNIS STARS AT C.R.C.

SOME SPARKLING EXHIBITIONS.

YESTERDAY'S MATCHES.

The exhibition matches staged at the Chinese Recreation Club yesterday, in which Cochet, the present Wimbledon champion, Brugnion, Landry and Rodet, proved to be a tremendous success in every respect. Despite the inconvenient hours, seating accommodation was somewhat taxed, and it was estimated that 1,200 persons were present, prominent amongst them being Lady Clementi, the Hon. Mr. W. T. Southorn, C.M.G., Sir Shou Son Chow, and leading members of the French community. Attention was focussed on Cochet, the drawing card of the programme. His name and reputation only had hitherto been known to Hong Kong followers of the game, but yesterday they demonstrated how much they admired him and his play and it is certain that his appearance was chiefly responsible for the big crowd.

A Fine Display.

He gave a wonderful all round performance although it was generally felt that he would have been seen to better advantage against stiffer opposition. What impressed spectators most was the ease and grace with which he executed his shots, which he and in his movements about the court. The fact that M. W. Lo, who played against him yesterday, is admittedly not such a hard hitter as most of the opponents the French champion has met is no criterion. It was perfectly evident that he possessed a fine sense of anticipation, by reason of which he moved in the direction of the ball almost immediately. He demonstrated the usefulness of the same faculty in the Mixed Doubles, which followed the Singles, in which Brugnion who hits much harder than Lo, was on the opposite side of the court.

A Master Player.

Cochet is short, but well built and strong. He has nothing out of the ordinary in his style, but his grip of the racket is tight. His service was swift and sure and delivered with a swerve of the body, which added weight to the shot, while he finished with a sharp follow through. He generally advanced a step or two and volleyed his opponent's return, following that up to the net where he showed himself to be a perfect master. He delighted the spectators with some magnificent smashes, at which, despite his comparative shortness, he really excelled. Low returns, he dealt with severely, either sending over a forehand or backhand cross court, or executing a stop volley which would keep low.

At Baseline.

Cochet's performance at the baseline was no less convincing. He invariably took his opponent's shots on the rise with a flat contact, cutting with neat finesse. He would draw Lo up to the net, then by degrees force him to retreat to the baseline, finally surprising Lo by a drop shot just over the net, which left little chance to save. Hong Kong is glad to have had the opportunity of seeing M. Cochet in action. He has left behind him an enduring impression which should be of great help to local players.

W. A. B. Smith, l.b.w. b. Wilson	2
R. G. Gibson, c. O'Hara, b. Leach	20
A. S. A. Jansen, c. O'Hara, b. Madar	37
M. Waring, b. Wilson	45
P. N. Knight, not out	7
Extras: Byes 6, leg byes 8	15
no ball 1	15
Total	233

Fall of wickets:—1/5; 2/11; 3/34; 4/94; 5/99; 6/118; 7/132; 8/148; 9/212; 10/233.	
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Bowling Analysis.	O. M. B. W.
T. W. R. Wilson 25.5	76. 6
Dr. W. E. O'Hara 20	7. 32. 2
*D. W. Leach ... 10	3. 30. 1
T. L. Rawsthorne 8	0. 36. 0
F. E. T. Marshall 4	1. 15. 0
L. F. Stokes ... 3	0. 16. 0
P. Madar ... 2	0. 14. 1
*Bowled 1 no ball.	

First Innings of Shanghai.	
O. G. Simpson, b. Lal Singh	17
L. F. Stokes, c. Gibson, b. Lal Singh	31
F. E. T. Marshall, not out	18
P. Madar, not out	6
Extras: Byes 4, leg byes 4	8
no ball 1	9
Total (for 2 wickets)...	70

D. W. Leach, c. W. Howard, W. E. O'Hara, E. E. Orr, T. L. Rawsthorne, T. W. R. Wilson, and E. G. Barnes to bat.	
Fall of wickets:—1/42; 2/51.	

Bowling Analysis.	O. M. B. W.
*W. A. B. Smith 7	3. 8. 0
A. S. A. Jansen 7	3. 10. 0
J. J. Dostock	
Hill 10	1. 22. 0
Lal Singh ... 9	4. 20. 2
H. O. Hopkins. 1	0. 1. 0
*Bowled 1 no ball.	

Cochet Appears!

Loud applause greeted Cochet on his appearance on the court. He early showed his mastery of the game, winning strokes in rapid succession. He won the first two games by receiving Lo's shots on the rise, standing well in to receive service, and sending his shots skimming just over the net. In the third game, serving, he won two strokes by good placement, but followed up, however, by winning two spectacular shots at the net where he was on the spot to meet Lo's return on both occasions.

Lo then forced the pace and scored an ace, but lost the next two points. Cochet smashed into the net, and at this stage he gave the impression that he was exploiting his strokes than playing seriously in a match. He was successful, however, and thus led 4 love. Still exploiting in the next game, he placed at will, but also made errors. Deuce was called three times, Lo finally winning his first game.

Opening out in the next game, Cochet put in several hard shots. Lo put up a splendid struggle in this game however and was applauded for passing the world's champion a couple of times. The Chinese player also hit hard and became enterprising for the first time, but Cochet retrieved difficult shots with ease and won the game to lead 5-1, and took the next one easily for the set at 6-1.

Second Set.

A much different exhibition was given by both in the second set. Lo gave a very creditable performance and is to be congratulated on giving the world's champion a good game.

Cochet started by sending the ball round the court to win the first game. The next was characterized by very fast exchanges, in which Lo came off more successful, but Cochet annexed the next comfortably (2-1).

The second set produced an even better struggle with each pair leading alternately. H.D. won his service, but Landry retorted, S.A. put his pair up again, only to see Rodet equalise. The French forged ahead by winning a love game at the expense of H.D.'s service. The most exciting part of the match, however, followed. Landry failed to hold his service, after deuce had been called once, and with S.A. serving and following up well backed up by some fine volleying by H.D. the Indians took the lead again (4-3).

Playing with determination the French drew level. Then the local pair for a period gained the supremacy, winning the ninth game and going on to lead 40-15 in the tenth, when they had the set in hand, which however they could not make good for Landry, playing cleverly, managed to pull the set out of the fire. The eleventh game produced another good struggle, which eventually ended in favour of the French who also took the twelfth, and with it the set and match.

Lo seized a lead of 40 love on account of two errors by Cochet and a nice follow up, but the latter brought off two brilliant shots. Lo won the game however (3 all). Cochet made the score 3-2 in his favour by a spectacular exhibition in the fifth game by a smash, a drop ball and a fast backhand cross court drive, all of which left Lo standing.

Lo then won a long rally and passed Cochet at the net. The latter then hit out winning a point and then cleverly tricking Lo for the net. Lo forced the pace and won the next point, following that up by an ace at the net, after Cochet made two hard saves. At 3 all, Cochet netted thrice. Lo became enterprising, but was forced to make errors twice. Cochet brought the score to deuce by a lovely side line drive; then Lo simulated him, which brought forth a "Good Shot" from Cochet. Deuce was called several times. Lo won a fine rally by a cross court drive, but Cochet gave a lesson in attacking, and finally tricked Lo three times in succession to lead 4-3.

Lo was applauded for bringing the scores level and then leading by 5-4, but Cochet settled down seriously and ended the match by winning the next three games.

Mixed Doubles.

In the third match Cochet partnered Miss E. Lo against Brugnion and Mrs. Tottenham. It proved to be the best Mixed Doubles match ever seen in the Colony, in which the ladies showed up extremely well. Miss Lo, however, undoubtedly gave the better performance yesterday, and was frequently applauded for saving hard shots and scoring fine points. Cochet and Miss Lo won the first set at 7-5, but on account of pressure of time play ended at 4 all in the second set.

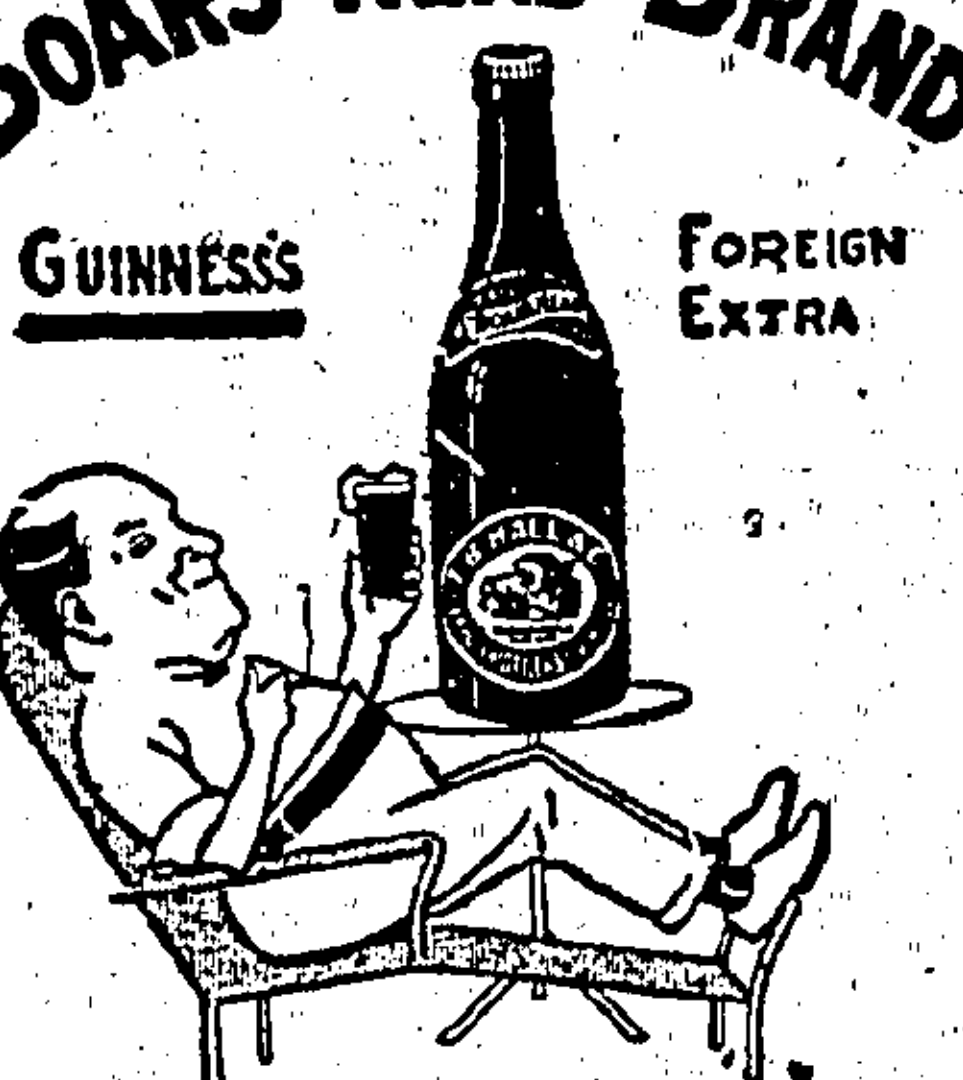
VISITORS LEAVE.

The quartette left immediately after the matches for the s.s. Andre Lebon which was to leave port at 6.30 a.m. to-day for Saigon.

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MISCELLANEOUS.

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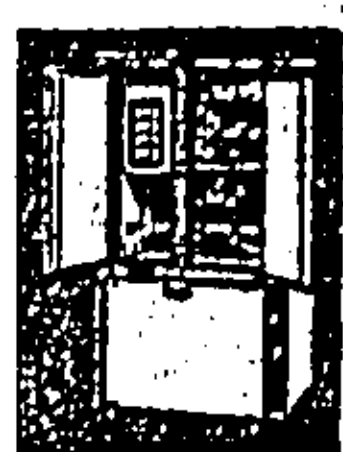
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ROUND THE COURTS.

MR. FROST'S "TURN OF SPEED."

Mr. J. G. Frost was summoned
before Mr. A. W. G. H. Grantham
yesterday for speeding along
Queen's Road East on October 26.

Traffic Sergeant McInnes for the
prosecution said that he followed
the defendant's car from Morrison
Gap Road to Queen's Road East
going up to it near Gresson Street.
The defendant was travelling at 30
miles an hour and held the centre
of the road all the while in spite
of a heavy on-coming traffic and the
presence of pedestrians.

Defendant said that he agreed
with the Sergeant except in the
matter of the speed of his car. He
thought that was over-estimated.

Sergeant McInnes said that he
knew the speed by reading his own
speedometer.

Defendant was fined \$24.
DON JUAN IN LOWER LASOAR
ROAD.

"They admit they are ladies of
day virtue," said Inspector J.
Murphy at the Central Magistracy
yesterday when he was charging
two women and a man with dis-
orderly conduct.

The Inspector said that there
apparently had been a quarrel over
a matter of the heart and the defen-
dants fought each other in a house
in Lower Lasoar Row evidently on
the triangular duel principle. The
fight was carried into the street and
at this point the Police intervened.
Defendants were all cautioned
and bound over, in the sum of \$50
to keep the peace for six months.

A THIEF, BUT PLAYS THE MAN!

A Chinese coolie and his wife,
who took advantage of the prin-
cipal tenant's absence, from his
house to rob him of \$150 in Canton
money and \$50 in Hong Kong
money was arrested on board a ship
bound for Foochow.

When charged before Mr. Gran-
tham yesterday, the coolie took all
responsibility for the theft, and
stated that his wife, who appeared
in the dock with her baby strapped
on her back, had nothing whatever
to do with the theft.

The Magistrate sentenced the man
to six weeks' hard labour and or-
dered the woman to be discharged.

THE HUNTER HUNTED.

A Chinese, with a previous con-
viction against him for stealing,
was sentenced to four months' hard
labour by Mr. Grantham when con-
victed for attempting to steal
money from the pockets of a Chinese
woman.

It was stated that a Chinese de-
tective watched the defendant look-
ing suspiciously at pockets of some
country "bumpkins." He followed
his intended victim for some time,
finally undoing one of the buttons
of her jacket and putting his hand
into one of the inner pockets. The
woman became aware of the at-
tempt and knocked away his hands.
The Chinese detective who had been
watching him for some time, took
him into custody.

THE RIVAL BUSES.

A bus driver of the Hong Kong
Tramways Limited was fined \$15
for reckless driving in Leighton
Road on October 28.

Prosecuting, Traffic Sergeant
Baker said the offence occurred in
the morning. There was a bus
belonging to the Hong Kong Hotel
Company some twenty yards ahead
of the defendant's bus. Just as
they were passing the No. 1 Police
Station, the defendant overtook the
Hotel bus and it was witness
opinion that in so doing defendant
could not have seen what was com-
ing from the opposite direction. He
stopped the defendant and told him
that he would be summoned.

Defendant contended that the
other bus was stationary. Sergeant
Baker informed the Magistrate that
that was not so.

AT KOWLOON MAGISTRACY.

DOUBT IN SNATCHING CASE.

A Chinese was charged before Mr.
T. S. Whyte Smith at Kowloon
Magistracy with the theft of a gold
earring from a girl in Shamling
Street.

The complainant stated that
somebody snatched her earrings
from behind. At the same time she
saw the defendant running away,
and she chased him until he was
caught by another man. The latter
gave evidence of arresting the de-
fendant, and a boy also stated that
he took part in the chase.

A police officer mentioned to his
Worship that the complainant and
the witness lived in the same house,
while the boy lived opposite. The
witness was closely questioned,
and the girl admitted that during
the chase she lost sight of the de-
fendant for short periods when he
turned corners.

His Worship considered that the
evidence was not sufficient to con-
vict the defendant, and he must be
given the benefit of a slight doubt.
Defendant was discharged.

Remember SONNY BOY?



See DAVID LEE with AL JOLSON
IN "THE SINGING FOOL"

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At 2.30, 5.10, 7.15 ... \$1.50, \$1.00, 70 cts., 50 cts.
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THEFT FROM "SOCONY."

Pleading guilty to the theft of
nine small bars of solder, worth
\$4, from the Standard Oil Com-
pany's installation at Lai-chikok, a
contractor's coolie was fined \$10, or
fourteen days' hard labour.

It was stated that the defendant
was searched by a watchman while
leaving the premises, and the solder
was found tied round his waist.

MISLEADING A PAWN- BROKER.

A Chinese woman was discharged
with a caution on a charge of fur-
nishing a false name and address
to a pawnbroker. She had pawned
an article on a previous occasion
and the next time gave another
name and address. This was de-
tected by the pawnbroker, who
found out further that the ring
which she tried to pass off as gold
was only gilt metal.

The woman's excuse was that an-
other man gave her the ring to
pawn and provided the name and
address. The police officer in
charge of the case remarked that
perhaps the woman had been the
dupe of this man.

MUI TSAI PROSECUTION.

Charges of taking into her em-
ployment a *mui tsai* and of il-
l-treating her were brought against
a married woman of Shanghai
Street.

The defendant, who was on bail
of \$300, failed to appear, but Mr.
M. K. Lo intimated that he had
been instructed to defend.
Hearing was fixed for the after-
noon of December 10.

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Money and Markets

RAW SILK

Messrs. Pentreath & Co. have forwarded the following letter, dated September 30, from Messrs. Hornby, Hemelryk & Co., of Liverpool.

The market has recovered the few points lost last week and prices are little changed from those ruling a fortnight ago, with the exception of the distant positions which are slightly lower on balance.

The New York certificated stock on the September 17 totaled 1,600 bales (5 bale unit) and 90 bales (10 bale unit).

Commenting on the record consumption figures during August, a contributor to *Russell's Review*, New York, points out that a great deal of silk was bought in June at low prices for direct shipments, which is in the hands of manufacturers now, and furthermore the style for Autumn goods runs towards heavy fabrics, consuming a great deal more silk than last year.

However, the Autumn season is nearing its end and preparations for spring goods point to a large season for light weight fabrics. It is therefore believed the high point of consumption has been passed, and that takings by American Mills will be more normal again.

Consumption among home manufacturers continues at a steady rate, although the price reductions for leading lines by two of the principal manufacturers in face of an advancing raw silk market, have been rather startling, and predict a period of keenest competition for the future.

Japanese crop reports continue favourable. The growth of mulberry at the present time is ideal in all sections of the country, and many agree that the late Autumn crop will be a record both of output and quality as long as the present satisfactory weather conditions prevail.

Our New York correspondents enabled on Saturday that business in thrown and spot silks continues quiet, but steady. Raw Silk Futures, however are dull, although a firm undertone is in evidence.

Close New York Saturday—October \$5.08c. December \$5.07c. January \$5.03c.

N.Y. STOCK MARKET EASIER.

[REUTERS' AMERICAN SERVICE.]

New York, Nov. 5.

After the most turbulent fortnight in its history, the stock market returned to something like its normal condition. The market opened one to ten points lower with a huge volume of trading, greatly to the surprise of Wall Street, which anticipated a rise in prices.

Orders were in blocks of 10 to 50,000, shares selling at the opening much stronger than buying, to the dismay of bulls. The character of the trading pointed to buying by a number of small operators and selling by big men who are taking profits.

A bearish statement by the Secretary of Commerce may have affected the decline. Mr. Lamont said that business conditions were sound, and no fundamental change could be expected, but the break in the market would probably have some effect on business, at least psychologically, especially as luxury trades sales totalled over 6,000,000 shares, as compared with over

(Continued on next column).

THE METAL MARKETS.

RUDOLF WOLFF'S REVIEW.

Messrs. Rudolf Wolff & Co. send us the following review of the metal market from London, dated September 22:—

Markets have on the whole been easier and prices, with the exception of Lead, have all declined as compared with last Friday. The Bank of England Rate was raised yesterday from 5½ per cent. to 6½ per cent, but the advance, being very generally anticipated, did not have the same effect as otherwise might have been the case, and though an easier tendency was for a time noticeable, markets were not subjected to any particular selling pressure, and values have in places inclined to recover.

After opening with a firmer tendency, tin has been quiet and easier, and prices, declining slowly throughout the week, are £115.0 lower as compared with our last report. Sales in the East have amounted to 1,275 tons; shipments thence up to the 23rd inst. were 4,871 tons, and for the month are now estimated at 6,500 tons to 7,000 tons. Premiums on Straits and Bunka Tin are quoted at £4.10.0 and £3.8 (nom) respectively. Demand on the part of consumers in this country and on the Continent has been fairly well maintained, but business with America has only assumed very moderate proportions. The present uncertain position results from the rather indefinite outlook; the more active demand which was expected with the advent of the Autumn months is slow to materialise and buyers therefore adopt a cautious attitude pending more definite indications in this respect, for industrial conditions generally, both in this country and on the Continent, still leave much to be desired and fail to give evidence of immediate important revival. On the other hand, however, the price is reasonably low, whilst consumers, who for some time now have bought only to satisfy their immediate requirements, must have small stocks, and should be in a position to buy substantially once sentiment improves and confidence is restored. Moreover, the statistical position should show some improvement at the end of the month, and holders therefore find little incentive to effect sales on an important scale at current prices.

Copper. Copper has been irregular but on the whole easier, the price showing a decline of about 7/8d. as compared with our last report. Business with consumers is still very quiet, but the heavy sales which were effected a short while back placed producers in a comfortable position, and seemingly they are content to await the course of events. Confidence has been a little shaken by the strained monetary position and the rise in the Bank Rate, but the present comparatively low price of Standard would seem to at least preclude the possibility of further decline, and the more sentiment to improve there should result some consequent advance in prices.

15,000,000 a week ago. It has been decided that the Exchange shall be opened for business only between the hours of ten in the morning and one o'clock in the afternoon on Wednesday, Thursday and Friday.

On Saturday, the Exchange will be closed entirely.

[Daily Share Quotations will be found on page 11 of this issue.]

SHANGHAI AUTUMN MEETING.

COWBOY THE CHAMPION GRIFFIN.

YESTERDAY'S RESULTS.

Yesterday, the second day of the Shanghai Jockey Club's Autumn Meeting, saw Cowboy, owned by Mr. Noodt win the Subscription Griffin St. Leger.

Times, on the whole, were not so good as on the opening day and no records were in danger.

Honours were fairly evenly divided among the jockeys as follows:—Mr. Haimovitch 3 wins, 2 seconds, 2 thirds; Mr. Needa, 2 wins and a second; Mr. Maitland 2 wins and 2 thirds; Mr. Dallas 1 win, 1 second and 3 thirds; Mr. McCann 1 win, 1 second; Mr. Judah 1 win, 1 second; Mr. Collaco 1 win, 1 second; Mr. Noodt 1 win; Mr. Pote Hunt 3 seconds, 9 thirds; Mr. Brand 1 second, 1 third.

The results, which we publish by courtesy of the Hong Kong Club, were as follows:—

1.—The Mongolian Handicap: 1½ Miles.

For China pony, crossbreds (2 Class).

Nationalist (Mr. Judah) 1
Spearhead (Mr. Pote Hunt) 2
Zorban (Mr. Dallas) 3

Time: 2:34.5.
Record: 2:30.4-5.

2.—The Northern Cup: 4 Mile.

For China ponies (Y Class).

Election Eve (Mr. Haimovitch) 1
Fireby (Mr. Brand) 2
Nith (Mr. Pote Hunt) 3

Time: 1:31.5.
Record: 1:27.1-5.

3.—The Racing Stakes: Nine Furlongs.

For 2nd and 3rd Class (Y Class) China ponies.

Duster 1 (Mr. Maitland)
Michigan (Mr. McCann)
Apple Leaf (Mr. Brand) 3

Time: 2:5-6.
Record: 2:50.

4.—The Flyaway Plate: Half Mile.

For China ponies (Y Class) and 1929 Griffins (non-winners).

King's Life (Mr. Needa) 1
Kissit (Mr. Judah) 2
Fleur-de-lis (Mr. Maitland) 3

Time: 1:40.5-6.
Record: 1:45.2-5.

5.—Subscription Griffin St. Leger (Classic): 1½ Miles.

For 1929 Subscription Griffins. Mr. Massachusetts' Cowboy.

Saracen (Mr. Collaco) 1
Wiki Wiki (Mr. Haimovitch) 2
Time: 3:38.3-5.
Record: 3:41.2-5.

6.—Shanghai Stakes: 1½ Miles.

For China ponies (Y Class).

Cloverland (Mr. Dallas) 1
Quiet Eve (Mr. Haimovitch) 2
Young Bill (Mr. Pote Hunt) 3

Time: 3:16.1-3.
Record: 3:07.1-5.

7.—The China Cup: Seven Furlongs.

For Y Class China ponies and 1929 Sub-Griffins.

Banquet Eve (Mr. Haimovitch) 1
Le Corsaire (Mr. Pote Hunt) 2
Good News (Mr. McCann) 3

Time: 1:40.5-6.
Record: 1:45.2-5.

8.—The Stewards' Plate: 1½ Miles.

For all China ponies (Y Class).

Pat (Mr. Collaco) 1
Chilly Eve (Mr. Haimovitch) 2
New Zealand (Mr. Dallas) 3

Time: 2:33.
Record: 2:32.2-5.

9.—The Loongwa Cup: 4 Mile.

For 3rd and 4th Class (Y Class) China ponies.

David Garrick (Mr. McCann) 1
Comradeship (Mr. Dallas) 2
Merry Dancer (Mr. Maitland) 3

Time: 1:31.3-5.
Record: 1:28.1-5.

10.—The Sungkang Cup: 1½ Miles.

For 3rd and 4th Class (Y Class) China ponies.

Glenlockay (Mr. Needa) 1
Tabby Cat (Mr. Pote Hunt) 2
Zizi (Mr. Haimovitch) 3

Time: 2:05.1-5.
Record: 2:01.

11.—Padoga Handicap: One Mile.

For China ponies (Y Class) and 1929 Griffins.

Bill Barrow (Mr. Maitland) 1
Glengyle (Mr. Needa) 2
Kissit (Mr. Dallas) 3

Time: 2:05.1-5.
Record: 2:01.

LOCAL FOOTBALL.

The following game in the Hong Kong League is down for decision to-day:—

Division II.
(Kick off at 2.45 p.m.)
K.O.S.B. Res. v. S.L.I. Res., Sookunpo ground. Referee: P. O. Mallow.

CLUB DE RECREIO.

ATHLETIC MEETING ON SUNDAY.

The Club de Recreio is holding on Sunday its second annual athletic meeting.

Among the events is a relay race open to the Colony. It is for a team of four—two to run 200 yards and two to run 400 yards.

The Club Secretaries are invited to send entries by Friday. Entrance fee \$2.

A RIVAL FOR THE BREMEN.

A 40,000-TON LINER OF 26½ KNOTS.

THE EMPRESS OF BRITAIN.

An immense new liner, which will mark the biggest advance in travel on the Canadian route since the days when the first steamer sailed to the Dominion from England, will be launched by the Canadian Pacific next year.

The Empress of Britain, as the new ship will be called, will rank amongst the giants of the sea. She will be of 40,000 tons, is being built for the useful speed of 26½ knots, and is costing £3,000,000.

5-Day Journey.

How great an advance this ship will be on anything else on the Canadian route may be gathered by the fact that she is 15,000 tons bigger than the present biggest ship going up the St. Lawrence river—the C.P.R. Empress of Scotland.

Her speed, which in all probability will be improved upon in actual working, will easily win the Blue Riband of the Canadian route. She will bring the Great Dominion nearer than it has ever been by doing the Southampton-Quebec trip in five days or less.

This will cut the present journey time by no less than a day and a half, the fastest Canadian boats now taking six to seven days for the voyage.

Bid for Speed Record.

A ship designed for 26½ knots may very well do much better. It is not outside the bounds of possibility that the Empress of Britain may find herself making bids for the world's speed record. She will, from the point of view of size, be bracketed with the Aquitania and the Bremen, and just behind the Olympic, ranking amongst the first five or six largest steamers.

There will be full size tennis courts and squash courts on the ship as well as swimming bath, but although she is more than twice their size the Empress of Britain will carry fewer passengers than the 20,000-ton C.P.R. liners on that route.

She will accommodate only 1,100 passengers, but they will have every luxury, and every room will be an outside one.

The importance of the Empress of Britain, however, is not to be measured in knots and tons. A magnificent and speedy vessel of this sort will play a great part in bringing the hearts, the sentiments and the commercial relations of Britain and Canada nearer.

Quick Service to U.S., Too.

Canada, whose ports have never welcomed such a giant, is going to be as proud of the Empress as England.

The service she will provide will make a quicker route to Europe for many United States towns, including Chicago, St. Paul and Minneapolis, and it is expected that the Empress of Britain will carry thousands of United States citizens, who will travel through Canada to Quebec in order to get the shortest sea voyage from America to England.

The C.P.R. liner Montroyal was formerly called the Empress of Britain, but was renamed when she joined the company's fleet of cabin class steamers.

The C.P.R. already hold the Blue Riband of the Pacific from Vancouver to the Orient with their liner Empress of Canada.

HONG KONG LADIES' HOCKEY CLUB.

There will be a practice match on the Navy ground at Happy Valley on Saturday, at 3 p.m.

All members are requested to attend.

PASSENGERS.

Departures.

The following passengers left here yesterday by the Dollar liner President Pierce, for San Francisco and ports:—Miss Helen E. Armstrong, Mrs. T. J. Cokely, Miss Alice B. Davis, Miss Madge Ashley, Miss Maimie Ashley, Mr. and Mrs. J. J. Dorovam, Mr. John K. Gold, Mrs. M. B. Blair, Mr. E. C. Chiswood, Mrs. M. O. Forster, Master Francis Forster, Mrs. E. J. Head, Mr. Hamilton Johnson, Mrs. C. M. Loss, Mr. and Mrs. A. W. McCalum, Mr. E. H. Robinson, Mr. S. M. Kirkman, Mr. E. Lu, Mr. Y. C. Vong, Mr. S. C. Soong, Mr. H. Y. Yung, Mr. C. Y. Young, Mr. O. H. Baxbaum, Mr. and Mrs. Vicente L. Xavier, Mr. V. J. Lock, Mr. and Mrs. D. W. Smith, Mr. and Mrs. Wong Man Tat, Mr. Lee Kue Lai, Mrs. Lo, Mrs. E. A. Ercott, Mr. E. M. Chang, Mr. Ho Ngok, Mr. Yee Fook Sing, Mrs. Woo Shee, Miss Yee Fook Oi, Mr. Chan Fai, Mr. Chan Yui Kan, Miss Alita Davis, Miss Ruth B. Metzger, Mrs. H. E. Theisa, Lieut. T. D. White, U.S.A., Mrs. T. D. White, Mr. W. W. Harris, Jr., Dr. Myrtle Noel, Mr. Keith Koons, Mr. O. McClellan,

Miss Marie D. Parodi, Mr. Victor Smith, Mr. Thos. W. Wright, Mr. O. A. Bornister, Mrs. W. H. Cashman, Mr. and Mrs. R. L. Tiegler, Mr. Lo Hon Min, Mr. and Mrs. R. D. Arnold, Master Paul Arnold, Mr. C. L. Chan, Mr. and Mrs. W. N. T. Tam, Mr. Loy Wai Chaw, Mr. and Mrs. C. A. Stachel, Mr. S. T. King, Mr. Ng Tik Sang, Mr. Chan Yik Man, Mr. Sun Fong Hin, Mrs. Chan Kung Ying, Mr. H. G. McNeary, Mr. R. J. Crookam, Mr. S. H. Tang, Mr. Lau Gui Lung, Mrs. Pang Shoo, Master Yee Quock Ning, Miss Yee Fook Yung, Mr. Chan Yim Sang, Mr. L. M. Clumuck, and Mrs. Olive W. Clapp.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 330 METRES.

11 to 11.30 a.m.—Commercial news, etc.

12.30 to 1.30 p.m.—Demonstration programme.

1.43. Weather report.

5 to 6 p.m.—Programme of English records supplied by Messrs. Moutrie & Co.

"Lobengrin's Narrative in Distant Lands," "Meisteringer (Prize Song)," and Richard Crooks, Tenor.

"Through All the Days to be," and "Just a Cottage Small," John McCormack, Tenor.

"Prelude in C Minor" and "Largo Hand," Archer Gibson, Organ.

"Morning" and "On the Road to Mandalay," Associated Glee Clubs.

"The Utah Trail" and "Wednesday Night Waltz," Bud and Joe Billings.

"Tosca (Strange Harmony)" and "Maiden so Fair," Beniamino Gigli, Tenor.

"Carmen (Near the Walls of Seville)" and "Carmen (Love is Like a Wood-Bird)," Marguerite D'Alvarez.

"You're as Welcome as the Flowers in May" and "When the Harvest Moon is Shining," Bud and Joe Billings.

6 to 7 p.m.—Chinese programme.

7.45 p.m.—Evening weather report.

9 p.m.—General programme opening with a lecture by Dr. Alexander Cannon, M.D., on "Dreams and Their Interpretation." Followed by a programme of English records supplied by Messrs. Moutrie & Co.

"The Emerald Isle" Selection, Sullivan Gorman.

"Bye and Bye, Sweetheart" and "Raguel," The Melody Three and The Revelers.



Going to Europe or America?

Five Reasons for President Liner Preference

1 California fruits, vegetables and dairy products are served every meal throughout the voyage.

2 Every stateroom is on an outside deck and is equipped with running hot and cold fresh water, thermos bottles and reading lamps. Twilbeds of the finest manufacture are standard equipment in every stateroom on the President Liners.

3 There is a swimming bath aboard every President Liner. It is refilled daily... And is always available for use.

4 A College orchestra, versatile in its musical accomplishments plays for luncheon, tea-dancing, dinner and for evening parties.

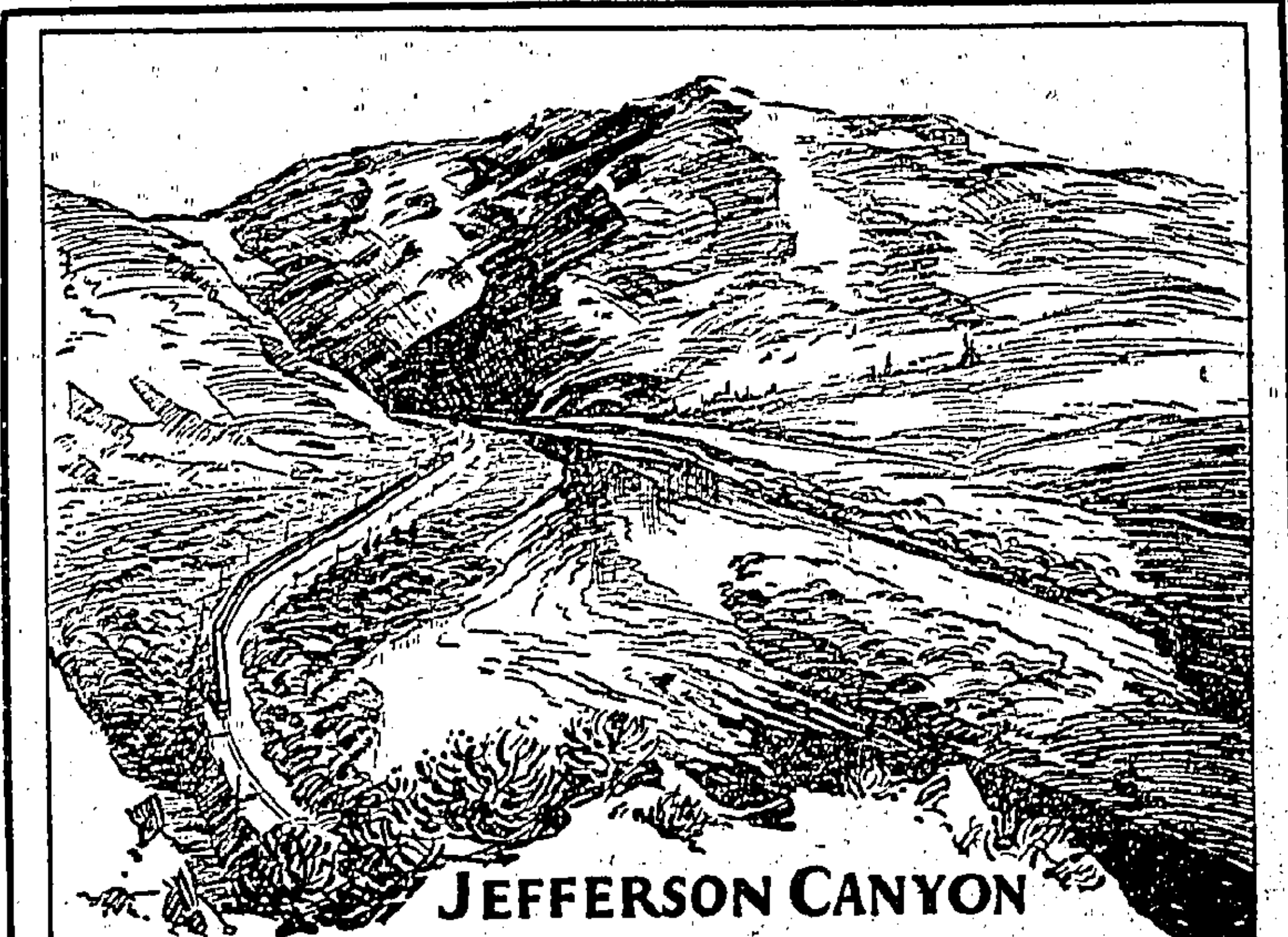
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"One Little Dream of Love" and "Rose in the Bud," Renee Chemet, Violin Solo.
"I'm Blase" and "Prophecies," Norman Long, Humorous with Piano.
"War March of the Priests" and "Coronation March," Symphony Orchestra of New York.
"I Want to be Bad" and "Button up your Overcoat," Helen Kane.
"Reminiscences of Scotland," H.M. Royal Air Force Band.
10.30 p.m.—Close Down.



cherished in the United States for its historical connection as well as for its beauty. More than a century ago, Thomas Jefferson, then President of the United States, commissioned Meriwether Lewis and William Clark to explore the vast territory which was afterward ceded to the United States by Napoleon. Through this canyon they passed on their laborious trek to the Pacific. Acting as guide, one lone woman, Sacajawea, the Indian, with her husband, accompanied the party.

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ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA

Pres. Monroe, Dollar, Nov. 17.
Pres. Wilson, Dollar, Dec. 1.

AMOI

Linan, B. & S., Nov. 6.
Tjikembang, J.C.J.L., Nov. 6.
Chinkiang, B. & S., Nov. 7.
Haiching, Douglas, Nov. 8.
Anhui, B. & S., Nov. 10.
Hosang, Jardine's, Nov. 10.
Kanchow, B. & S., Nov. 10.
Tjileboet, J.C.J.L., Nov. 11.
Haining, Douglas, Nov. 12.
Liangchow, B. & S., Nov. 13.
Tjikarang, J.C.J.L., Nov. 18.
Anking, B. & S., Nov. 18.
Kutang, Jardine's, Nov. 19.
Tjialak, J.C.J.L., Nov. 25.
Namsang, Jardine's, Nov. 27.
Tjibakak, J.C.J.L., Nov. 27.
Yuenang, Jardine's, Dec. 3.

ANTWERP

Sauerland, Jelsen, Nov. 14.
Atsuta Maru, N.Y.K., Nov. 16.
Kulmerland, Jelsen, Nov. 26.
Kashima Maru, N.Y.K., Nov. 30.
Malaya, Mannes, Dec. 1.

AUSTRALIAN PORTS

Cabarita, Dodwell's, Nov. 14.
Taiping, B. & S., Nov. 15.
Kaga Maru, N.Y.K., Nov. 20.
Tanda, E. & A., Nov. 29.

BALIC PORTS

Malaya, Mannes, Dec. 1.

BALTIMORE

Comliebank, Bank, Nov. 27.
City of Winnipeg, Bank, Dec. 3.

BANGKOK

Kwangtung, B. & S., Nov. 6.
Helios, Thoresen, Nov. 11.
Kuying, B. & S., Nov. 11.
Hirundo, Thoresen, Nov. 17.
Kisingu, B. & S., Nov. 17.
Hiram, Thoresen, Nov. 24.

BELAWAN DELI

Glenbank, Bank, Nov. 6.
Van Heutz, J.C.J.L., Nov. 7.
Main, Melchers, Nov. 9.
Trier, Melchers, Nov. 16.
Palz, Melchers, Nov. 23.
Lahn, Melchers, Dec. 6.

BOMBAY

Macedonia, P. & O., Nov. 8.
Tamba Maru, N.Y.K., Nov. 11.
Kidderpore, P. & O., Nov. 19.
Tokio Maru, N.Y.K., Nov. 27.

BOSTON

British Prince, Furness, Nov. 8.
Tsuayama Maru, N.Y.K., Nov. 16.
Penrith Castle, Dodwell's, Nov. 16.
Pres. Monroe, Dollar, Nov. 17.
Japanese Prince, Furness, Nov. 19.
Asuka Maru, N.Y.K., Nov. 20.
Comliebank, Bank, Nov. 27.
Pres. Wilson, Dollar, Dec. 1.
City of Winnipeg, Bank, Dec. 3.
Siamese Prince, Furness, Dec. 3.

BREITEN

Main, Melchers, Nov. 9.
Trier, Melchers, Nov. 16.
Palz, Melchers, Nov. 23.
Malaya, Mannes, Dec. 1.
Lahn, Melchers, Dec. 6.

BRINDISI

Romolo, D'well's, Nov. 30.

CALCUTTA

Takada, B.I., Nov. 6.
Bengal Maru, N.Y.K., Nov. 10.
Kumsang, Jardine's, Nov. 16.
Malacca Maru, N.Y.K., Nov. 18.
Shirala, B.I., Nov. 22.
Tama, B.I., Nov. 22.

CEBU

Golden Sun, S.S.S., Nov. 10.
Bellingham, S.S.S., Nov. 15.
Nevada, S.S.S., Nov. 20.

CHEFOO

Huichow, B. & S., Nov. 7.
Kueichow, B. & S., Nov. 26.

COLOMBO

Macedonia, P. & O., Nov. 8.
Main, Melchers, Nov. 9.
Tamba Maru, N.Y.K., Nov. 11.
Sauerland, Jelsen, Nov. 14.
Atsuta Maru, N.Y.K., Nov. 16.
Trier, Melchers, Nov. 16.
Pres. Monroe, Dollar, Nov. 17.
Kidderpore, P. & O., Nov. 19.
Forth, M.M., Nov. 19.
Kashgar, P. & O., Nov. 23.
Kulmerland, Jelsen, Nov. 26.
Tokio Maru, N.Y.K., Nov. 27.
Palz, Melchers, Nov. 29.
Kashima Maru, N.Y.K., Nov. 30.
Pres. Wilson, Dollar, Dec. 1.
Chenonceaux, M.M., Dec. 3.
Lahn, Melchers, Dec. 6.

COPENHAGEN

Malaya, Mannes, Dec. 1.

DALNY

Linan, B. & S., Nov. 8.
Liangchow, B. & S., Nov. 13.
Patroclus, B.F., Nov. 13.
Koenigsberg, Melchers, Nov. 24.
Isar, Melchers, Nov. 30.

DUTCH PORTS

City of Melbourne, Bank, Nov. 9.
Main, Melchers, Nov. 9.
Calchas, B.F., Nov. 12.
Sauerland, Jelsen, Nov. 14.
Atsuta Maru, N.Y.K., Nov. 18.
Trier, Melchers, Nov. 16.
Glenbank, Jardine's, Nov. 22.
Kashgar, P. & O., Nov. 23.
Shantung, Gilman's, Nov. 25.
Kulmerland, Jelsen, Nov. 26.
Sarpedon, B.F., Nov. 26.
Palz, Melchers, Nov. 29.
Kashima Maru, N.Y.K., Nov. 30.
Malaya, Mannes, Dec. 1.
Lahn, Melchers, Dec. 6.

FOOCHOW

Huichow, B. & S., Nov. 7.
Haiching, Douglas, Nov. 8.
Haining, Douglas, Nov. 12.
Chipsing, Jardine's, Nov. 13.
Cheongshing, Jardine's, Nov. 28.

GENOA

Sauerland, Jelsen, Nov. 14.
Tokio Maru, N.Y.K., Nov. 15.
Trier, Melchers, Nov. 16.
Pres. Monroe, Dollar, Nov. 17.
Autolyus, B.F., Nov. 20.
Kulmerland, Jelsen, Nov. 26.
Palz, Melchers, Nov. 29.
Pres. Wilson, Dollar, Dec. 1.
Lahn, Melchers, Dec. 6.

GLASGOW

Autolyus, B.F., Nov. 20.
Sarpedon, B.F., Nov. 26.

GOTHENBURG

Malaya, Mannes, Dec. 1.

HAIPHONG AND HOIHOW

Kwangtung, B. & S., Nov. 6.
Canton, M.M., Nov. 13/15.
Chengtu, B. & S., Nov. 14.
Tonkin, M.M., Nov. 19.
Chekiang, B. & S., Nov. 23.

HAMBURG

City of Melbourne, Bank, Nov. 9.
Main, Melchers, Nov. 9.
Calchas, B.F., Nov. 12.
Sauerland, Jelsen, Nov. 14.
Trier, Melchers, Nov. 16.
Glenbank, Jardine's, Nov. 22.
Shantung, Gilman's, Nov. 25.
Kulmerland, Jelsen, Nov. 26.
Sarpedon, B.F., Nov. 26.
Palz, Melchers, Nov. 29.
Malaya, Mannes, Dec. 1.
Lahn, Melchers, Dec. 6.

HAVRE

Autolyus, B.F., Nov. 20.

HONOLULU

Korea Maru, N.Y.K., Nov. 13.
Shinyo Maru, N.Y.K., Nov. 27.

LOILO

Golden Sun, S.S.S., Nov. 10.
Bellingham, S.S.S., Nov. 15.
Nevada, S.S.S., Nov. 20.

JAPAN PORTS

Chenonceaux, M.M., Nov. 6.
Iyo Maru, N.Y.K., Nov. 6.
Rawalpindi, P. & O., Nov. 8.
Glenbank, Jardine's, Nov. 9.
Hosang, Jardine's, Nov. 10.
Sauerland, Jelsen, Nov. 10.
Tottori Maru, N.Y.K., Nov. 10.
Diomed, B.F., Nov. 11.
Suwa Maru, N.Y.K., Nov. 11.
Alipore, P. & O., Nov. 12.
Lahore, P. & O., Nov. 12.
Pres. Jackson, A.M.L., Nov. 12.
Korea Maru, N.Y.K., Nov. 13.
Emp. of Canada, C.P.S., Nov. 16.
Takliwa, B.I., Nov. 17.
Athos II, M.M., Nov. 19.
Canton, Gilman's, Nov. 19.
Kutsang, Jardine's, Nov. 19.
Pres. Taft, Dollar, Nov. 19.
Ammon, Jelsen, Nov. 20.
Khyber, P. & O., Nov. 22.
Malwa, P. & O., Nov. 23.
Tyndareus, B.F., Nov. 23.
Koenigsberg, Melchers, Nov. 24.
Radnorshire, Jardine's, Nov. 24.
Danmark, Mannes, Nov. 25.
Himalaya, D'well's, Nov. 25.
Pres. McKinley, A.M.L., Nov. 26.
Emp. of Russia, C.P.S., Nov. 27.
Namsang, Jardine's, Nov. 27.
Oldenburg, Jelsen, Nov. 27.
Shinyo Maru, N.Y.K., Nov. 27.
Isar, Melchers, Nov. 30.
Pres. Jefferson, A.M.L., Dec. 3.
D'Artagnan, M.M., Dec. 3.
Yuenang, Jardine's, Dec. 3.
Glenbank, Jardine's, Dec. 6.

JAVA PORTS

Tjibondari, J.C.J.L., Nov. 9.
Tjileboet, J.C.J.L., Nov. 10.
Tjikembang, J.C.J.L., Nov. 20.
Tjikarang, J.C.J.L., Nov. 30.
Tjialak, J.C.J.L., Dec. 3.

LIVERPOOL

Tokio Maru, N.Y.K., Nov. 15.
Atsuta Maru, N.Y.K., Nov. 16.
Autolyus, B.F., Nov. 20.

LONDON

City of Melbourne, Bank, Nov. 9.
Macedonia, P. & O., Nov. 8.
Calchas, B.F., Nov. 12.
Atsuta Maru, N.Y.K., Nov. 16.
Autolyus, B.F., Nov. 20.
Glenbank, Jardine's, Nov. 22.
Kashgar, P. & O., Nov. 23.
Kulmerland, Jelsen, Nov. 26.
Tokio Maru, N.Y.K., Nov. 27.
Palz, Melchers, Nov. 29.
Kashima Maru, N.Y.K., Nov. 30.
Pres. Wilson, Dollar, Dec. 1.
Chenonceaux, M.M., Dec. 3.
Lahn, Melchers, Dec. 6.

LOS ANGELES

Pres. Taft, Dollar, Nov. 19.
Shinyo Maru, N.Y.K., Nov. 27.
Pres. Jefferson, A.M.L., Dec. 3.

MANILA

British Prince, Furness, Nov. 7.
Pres. Taft, Dollar, Nov. 9.
Golden Sun, S.S.S., Nov. 10.
Cabarita, Dodwell's, Nov. 14.
Sauerland, Jelsen, Nov. 14.
Trier, Melchers, Nov. 16.
Pres. Monroe, Dollar, Nov. 17.
Bellingham, S.S.S., Nov. 18.
Tjileboet, J.C.J.L., Nov. 19.
Pres. McKinley, A.M.L., Nov. 19.
Kaga Maru, N.Y.K., Nov. 20.
Nevada, S.S.S., Nov. 20.
Emp. of Russia, C.P.S., Nov. 21.
Pres. Jefferson, A.M.L., Nov. 23.
Kulmerland, Jelsen, Nov. 26.
Tanda, E. & A., Nov. 29.
Pres. Wilson, Dollar, Dec. 1.
Tjialak, J.C.J.L., Dec. 3.

MARSEILLES

Macedonia, P. & O., Nov. 8.
Main, Melchers, Nov. 9.
Sauerland, Jelsen, Nov. 14.
Tokio Maru, N.Y.K., Nov. 15.
Atsuta Maru, N.Y.K., Nov. 16.
Pres. Monroe, Dollar, Nov. 17.
Porthos, M.M., Nov. 18.
Kashgar, P. & O., Nov. 23.
Kulmerland, Jelsen, Nov. 26.
Sarpedon, B.F., Nov. 26.
Palz, Melchers, Nov. 29.
Kashima Maru, N.Y.K., Nov. 30.
Pres. Wilson, Dollar, Dec. 1.
Lahn, Melchers, Dec. 6.

MARSEILLES

Atsuta Maru, N.Y.K., Nov. 16.
Pres. Monroe, Dollar, Nov. 17.
Kashima Maru, N.Y.K., Nov. 30.
Pres. Wilson, Dollar, Dec. 1.

NEW YORK

Linan, B. & S., Nov. 6.
Liangchow, B. & S., Nov. 13.
Cheongshing, Jardine's, Nov. 28.

NEW YORK, BOSTON, etc.

British Prince, Furness, Nov. 8.
Tsuayama Maru, N.Y.K., Nov. 8.
Penrith Castle, Dodwell's, Nov. 16.
Pres. Monroe, Dollar, Nov. 17.
Japanese Prince, Furness, Nov. 19.
Asuka Maru, N.Y.K., Nov. 20.
Comliebank, Bank, Nov. 27.
Pres. Wilson, Dollar, Dec. 1.
City of Winnipeg, Bank, Dec. 3.
Siamese Prince, Furness, Dec. 3.

NORTH CHINA

Shantung, Gilman's, Nov. 25.
Malaya, Mannes, Dec. 1.

OSLO

Shantung, Gilman's, Nov. 25.
Malaya, Mannes, Dec. 1.

PACAMA

Tsuayama Maru, N.Y.K., Nov. 8.
Asuka Maru, N.Y.K., Nov. 20.

PENANG

Takada, B.I., Nov. 6.
Van Heutz, J.C.J.L., Nov. 7.
Macedonia, P. & O., Nov. 8.
Bengal Maru, N.Y.K., Nov. 10.
Tamba Maru, N.Y.K., Nov. 11.
Atsuta Maru, N.Y.K., Nov. 16.
Kumsang, Jardine's, Nov. 16.
Malacca Maru, N.Y.K., Nov. 18.
Pres. Monroe, Dollar, Nov. 17.
Tama, B.I., Nov. 18.
Kidderpore, P. & O., Nov. 19.
Shirala, B.I., Nov. 19.
Tajima, B.I., Nov. 22.
Kashgar, P. & O., Nov. 23.
Tokio Maru, N.Y.K., Nov. 27.
Kashima Maru, N.Y.K., Nov. 30.
Pres. Wilson, Dollar, Dec. 1.

PORTLAND

Washington, S.S.S., Nov. 18.

RABAT

Bremerhaven, Melchers, Nov. 9.
Cabarita, Dodwell's, Nov. 14.

RANGOON

Takada, B.I., Nov. 6.
Bengal Maru, N.Y.K., Nov. 10.
Malacca Maru, N.Y.K., Nov. 18.

SAIGON

Portos, M.M., Nov. 19.
Chenonceaux, M.M., Dec. 3.

SANDAKAN

Mausang, Jardine's, Nov. 7.
Cabarita, Dodwell's, Nov. 14.
Hinsang, Jardine's, Nov. 20.
Tanda, E. & A., Nov. 29.

SAN FRANCISCO

Korea Maru, N.Y.K., Nov. 13.
Washington, S.S.S., Nov. 16.
Pres. Taft, Dollar, Nov. 19.
Shinyo Maru, N.Y.K., Nov. 27.
Pres. Jefferson, A.M.L., Dec. 3.

SCANDINAVIAN PORTS

Shantung, Gilman's, Nov. 25.
Malaya, Mannes, Dec. 1.

SEATTLE

Pres. Jackson, A.M.L., Nov. 12.
Pres. McKinley, A.M.L., Nov. 23.

SHANGHAI

Chenonceaux, M.M., Nov. 6.
Linan, B. & S., Nov. 6.
Tjikembang, J.C.J.L., Nov. 6.
Waiching, Jardine's, Nov. 8.
Changchow, B. & S., Nov. 8.
Chinkiang, B. & S., Nov. 7.
Kashgar, P. & O., Nov. 23.
Rawalpindi, P. & O., Nov. 8.
Glenbank, Jardine's, Nov. 9.
Hosang, Jardine's, Nov. 10.
Kanchow, B. & S., Nov. 10.
Sauerland, Jelsen, Nov. 10.
Suwayang, B. & S., Nov. 10.
Tottori Maru, N.Y.K., Nov. 10.
Diomed, B.F., Nov. 11.
Suwa Maru, N.Y.K., Nov. 11.
Lahore, P. & O., Nov. 12.
Pres. Jackson, A.M.L., Nov. 12.
Sunning, B. & S., Nov. 12.
Hangsang, Jardine's, Nov. 13.
Korea Maru, N.Y.K., Nov. 13.
Liangchow, B. & S., Nov. 13.
Patroclus, B.F., Nov. 13.
Emp. of Canada, C.P.S., Nov. 16.
Tjikarang, J.C.J.L., Nov. 18.
Fooshing, Jardine's, Nov. 17.
Athos II, M.M., Nov. 19.
Canton, Gilman's, Nov. 19.
Kutsang, Jardine's, Nov. 19.
Pres. Taft, Dollar, Nov. 19.
Ammon, Jelsen, Nov. 20.
Khyber, P. & O., Nov. 22.
Malwa, P. & O., Nov. 23.
Koenigsberg, Melchers, Nov. 24.
Radnorshire, Jardine's, Nov. 24.
Danmark, Mannes, Nov. 25.
Himalaya, D'well's, Nov. 25.
Pres. McKinley, A.M.L., Nov. 26.
Emp. of Russia, C.P.S., Nov. 27.
Oldenburg, Jelsen, Nov. 27.
Shinyo Maru, N.Y.K., Nov. 27.
Tjibakak, J.C.J.L., Nov. 27.
Isar, Melchers, Nov. 30.
Pres. Jefferson, A.M.L., Dec. 3.
Chenonceaux, M.M., Dec. 3.
Glenbank, Jardine's, Dec. 6.

SINGAPORE

Kwangtung, B. & S., Nov. 6.
Suisang, Jardine's, Nov. 8.
Takada, B.I., Nov. 6.
Van Heutz, J.C.J.L., Nov. 7.
Macedonia, P. & O., Nov. 8.
Main, Melchers, Nov. 9.
Anhui, B. & S., Nov. 10.
Bengal Maru, N.Y.K., Nov. 10.
Tamba Maru, N.Y.K., Nov. 11.
Sauerland, Jelsen, Nov. 14.
Atsuta Maru, N.Y.K., Nov. 16.
Kashima Maru, N.Y.K., Nov. 16.
Trier, Melchers, Nov. 16.
Pres. Monroe, Dollar, Nov. 17.
Pres. Wilson, Dollar, Dec. 1.
Anking, B. & S., Nov. 18.
Kidderpore, P. & O., Nov. 19.
Porthos, M.M., Nov. 19.
Shirala, B.I., Nov. 19.
Tajima, B.I., Nov. 22.
Kashgar, P. & O., Nov. 23.
Kulmerland, Jelsen, Nov. 26.
Tokio Maru, N.Y.K., Nov. 27.
Palz, Melchers, Nov. 29.
Kashima Maru, N.Y.K., Nov. 30.
Pres. Wilson, Dollar, Dec. 1.
Lahn, Melchers, Dec. 6.

SINGAPORE

Kwangtung, B. & S., Nov. 6.
Suisang, Jardine's, Nov. 8.
Takada, B.I., Nov. 6.
Van Heutz, J.C.J.L., Nov. 7.
Macedonia, P. & O., Nov. 8.
Main, Melchers, Nov. 9.
Anhui, B. & S., Nov. 10.
Bengal Maru, N.Y.K., Nov. 10.
Tamba Maru, N.Y.K., Nov. 11.
Sauerland, Jelsen, Nov. 14.
Atsuta Maru, N.Y.K., Nov. 16.
Kashima Maru, N.Y.K., Nov. 16.
Trier, Melchers, Nov. 16.
Pres. Monroe, Dollar, Nov. 17.
Pres. Wilson, Dollar, Dec. 1.
Anking, B. & S., Nov. 18.
Kidderpore, P. & O., Nov. 19.
Porthos, M.M., Nov. 19.
Shirala, B.I., Nov. 19.
Tajima, B.I., Nov. 22.
Kashgar, P. & O., Nov. 23.
Kulmerland, Jelsen, Nov. 26.
Tokio Maru, N.Y.K., Nov. 27.
Palz, Melchers, Nov. 29.
Kashima Maru, N.Y.K., Nov. 30.
Pres. Wilson, Dollar, Dec. 1.
Lahn, Melchers, Dec. 6.

SOUTH AFRICAN PORTS

Anyo Maru, N.Y.K., Dec. 2.

SOUTH AMERICAN PORTS

Anyo Maru, N.Y.K., Dec. 2.

SWATOW

Haiching, Douglas, Nov. 8.
Shantung, B. & S., Nov. 8.
Waiching, Jardine's, Nov. 8.
Haichow, B. & S., Nov. 7.
Tama, B. & S., Nov. 7.
Haiching, Douglas, Nov. 8.
Anhui, B. & S., Nov. 10.
Helios, Thoresen, Nov. 10.
Hopsang, Jardine's, Nov. 10.
Suwayang, B. & S., Nov. 10.
Kuying, B. & S., Nov. 11.
Tjileboet, J.C.J.L., Nov. 11.
Haining, Douglas, Nov. 12.
Sunning, B. & S., Nov. 12.
Hangsang, Jardine's, Nov. 13.
Fooshing, Jardine's, Nov. 17.
Hirundo, Thoresen, Nov. 17.
Kingsu, B. & S., Nov. 17.
Anking, B. & S., Nov. 18.
Hiram, Thoresen, Nov. 24.
Tjialak, J.C.J.L., Nov. 25.

TIENTSIN

Huichow, B. & S., Nov. 7.
Chipsing, Jardine's, Nov. 13.
Koenigsberg, Melchers, Nov. 24.
Kueichow, B. & S., Nov. 23.
Chekiang, B. & S., Nov. 23.
Cheongshing, Jardine's, Nov. 28.
Isar, Melchers, Nov. 30.

TRIESTE AND VENICE

Romolo, D'well's, Nov. 30.

TSINGTAO

Waiching, Jardine's, Nov. 8.
Hopsang, Jardine's, Nov. 10.
Suwayang, B. & S., Nov. 10.
Sunning, B. & S., Nov. 12.
Hangsang, Jardine's, Nov. 13.
Fooshing, Jardine's, Nov. 17.
Koenigsberg, Melchers, Nov. 24.
Isar, Melchers, Nov. 30.

VANCOUVER, B.C.

Emp. of Canada, C.P.S., Nov. 18.
Tyndareus, B.F., Nov. 23.
Emp. of Russia, C.P.S., Nov. 27.

VICTORIA, B.C.

President Jackson, A.M.L., Nov. 12.
Emp. of Canada, C.P.S., Nov. 18.
Tyndareus, B.F., Nov. 23.
Pres. McKinley, A.M.L., Nov. 27.
Emp. of Russia, C.P.S., Nov. 27.

VLADIVOSTOK

Glenbank, Jardine's, Nov. 9.
Canton, Gilman's, Nov. 19.
Radnorshire, Jardine's, Nov. 13.
Glenbank, Jardine's, Dec. 6.

WEIHAIWEI

Huichow, B. & S., Nov. 7.
Chipsing, Jardine's, Nov. 13.
Kueichow, B. & S., Nov. 23.
Chekiang, B. & S., Nov. 23.
Cheongshing, Jardine's, Nov. 28.

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVI-
GATION CO., LTD.

CONSIGNEES per Co's Vessel
"TYNDAREUS"
FROM SEATTLE, VANCOUVER
AND VICTORIA VIA JAPAN
are requested to take Delivery of Flour
and Lumber Shipments as soon as the
Vessel is ready to discharge and are
hereby notified that if their Lighters are
not placed alongside the Vessel as
required, their Shipments will be dis-
charged into Holt's Wharf, Kowloon, at
their expense, where the Cargo will
be also at their risk and expense and
subject to the Terms and Conditions of
Storage at Holt's Wharf. The Vessel
will Commence Discharge on the 6th
November.

General Cargo will be discharged into
Holt's Wharf, Kowloon, where it will be
at Consignees' risk and subject to the
Terms and Conditions of Storage at
Holt's Wharf. The Cargo will be ready
for Delivery from the Godown on and
after 5th November.

All broken, chafed and damaged Goods
are to be left in the Godowns, where they
will be examined on any Tuesday, and
Friday between the hours of 10.45 a.m.
and Noon, within the Free Storage period.
No Claims will be admitted after the
Goods have left the Godowns, and
all General Cargo remaining un-
delivered after the 12th November, will
be subject to Rent.

CHINA NAVIGATION COMPANY, LIMITED.

Edinow, Singapore & Bangkok	"KWANGTUNG"	On 8th Nov.	Noon
Amoy, Shanghai, & Dairen	"LIAN"	On 8th Nov.	5 p.m.
Swatow & Shanghai	"TEAN"	On 7th Nov.	Daylight
Ningbo & Shanghai	"CHANGCHOW"	On 7th Nov.	Daylight
Swatow, Fochow, Wenhaiwei			
Chioo & Tientsin	"HUICHOW"	On 7th Nov.	10 a.m.
Amoy & Shanghai	"OHINKANG"	On 7th Nov.	5 p.m.
Swatow, Shanghai & Tientsin	"SUWANG"	On 10th Nov.	Daylight
Amoy, Swatow & Singapore	"ANUT"	On 10th Nov.	8 a.m.
Amoy & Shanghai	"KANOW"	On 10th Nov.	10 a.m.
Swatow & Bangkok	"KAYING"	On 11th Nov.	5 p.m.
Swatow, Shanghai & Tientsin	"SUNNING"	On 12th Nov.	Daylight
Amoy, Shanghai, & Dairen	"LIANGHOU"	On 13th Nov.	5 p.m.
Hoioow, Pakhoi & Haiphong	"OHENGSTU"	On 14th Nov.	10 a.m.
Swatow & Bangkok	"KIANGSU"	On 17th Nov.	10 a.m.
Swatow, Amoy, Swatow & S'pore	"ANKING"	On 18th Nov.	5 p.m.
Wenhaiwei, Chioo & Tientsin	"KUEICHOW"	On 20th Nov.	10 a.m.
Hoioow, Pakhoi & Haiphong	"OHINKANG"	On 25th Nov.	10 a.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TASMANIAN PORTS. FREIGHT & MOST UP-TO-DATE FARE & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

SHIP	DEPART	ARRIVE
TAIPING	8th November	15th November
CHANGTE	17th December	17th December
TAIPING	7th January, 1930	14th January, 1930
CHANGTE	11th February	18th February

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents.

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M.S. "MALAYA"

loading on or about

1st DECEMBER

PORT SAID, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BAL TIC PORTS.

SAILING LIST.

OTHER SAILINGS:	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Danmark"	25th Nov.	4th Jan.
M.S. "Annam"	18th Dec.	25th Jan.
M.S. "Java"	3rd Jan.	12th Feb.

Optional Bills of Lading issued to United Kingdom Ports. For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

MERCANTILE BANK BUILDING, Agents.

Telephone C. 4071.

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PRINCE LINE

AUGMENTED SERVICE SAILINGS EVERY 14 DAYS

TO BOSTON AND NEW YORK

"BRITISH PRINCE"	Nov. 8th
"JAPANESE PRINCE"	Nov. 19th
"SIAMESE PRINCE"	Dec. 3rd

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Freight, Passage Rates and Full Particulars, Apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3185.

(Incorporated in Great Britain)

Telegrams: Furness.

King's Building.

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FRENCH MAIL STEAMERS

Sailings from Hong Kong:

TO MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	TO YOKOHAMA via Shanghai and Kobe.
PORTHOS ... 19th Nov.	ATHOS II ... 19th Nov.
CHENONCEAUX ... 3rd Dec.	D'ARTAGNAN ... 3rd Dec.
ATHOS II ... 17th Dec.	ANERS ... 17th Dec.
D'ARTAGNAN ... 31st Dec.	SPRING ... 31st Dec.
ANERS ... 14th Jan.	G. METZINGER ... 14th Jan.
SPRING ... 28th Jan.	ANDRE LEBON ... 28th Jan.
G. METZINGER ... 11th Feb.	PORTHOS ... 11th Feb.
ANDRE LEBON ... 25th Feb.	CHENONCEAUX ... 25th Feb.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transhipment on our Mail Steamers at Port-Said, or Djibouti, (Antwerp).

For Full Particulars, apply to—

Cie. des MESSAGERIES MARITIMES.

Telephone: C. 651 and 740

3 QUEEN'S BUILDING

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	Hour	Knots	Inches	Miles	Direction	Force	Wind	Barometer	Humidity	Direction	Force	Wind	Barometer	Humidity	Direction	Force	Wind
Wladivostok	12	30.06	78.8	48	SE	2	b	6	30.12	76.1	41	SSW	0	0	0	0	0
Nemuro	11	30.14	76.5	...	W	0	...	5	30.18	76.6	...	SSW	1	1	...	...	...
Hokodate	...	30.16	76.0	...	N	1	...	...	30.18	76.5	...	N	1	1	...	...	...
Tokio	...	30.26	78.5	...	N	1	...	...	30.30	76.5	...	NW	1	1	...	...	...
Kochi	...	30.28	78.5	...	SE	1	...	...	30.32	77.0	...	SW	1	1	...	...	...
Nagasaki	...	30.31	77.0	...	N	1	...	...	30.28	76.0	...	E	2	2	...	...	...
Kagoshima	...	30.26	78.5	...	ESE	1	...	...	30.26	76.5	...	WNW	1	1	...	...	...
Oshima	...	30.30	76.7	...	NNE	2	...	...	30.20	76.7	...	E	0	0	...	...	...
Naha	...	30.12	76.5	...	E	3	...	...	30.10	76.5	...	ENE	2	2	...	...	...
Ishigakijima	...	30.10	76.5	...	E	3	...	...	30.06	76.5	...	E	3	3	...	...	...
Honin Island	...	30.08	76.5	...	NNE	1	...	...	30.12	76.5	...	ENE	1	1	...	...	...
Chioo	15	30.08	76.0	65	SW	2	b	6	30.11	76.8	56	SW	1	1	...	...	...
Shanghai	14	30.24	76.0	64	ESE	1	o	...	30.15	76.9	47	ESE	1	1	...	...	...
Gutzlaff	...	30.28	76.1	62	ESE	2	o	...	30.19	76.8	62	SW	2	2	...	...	...
Sharp Peak	...	30.07	76.3	71	NE	2	o	...	30.03	76.2	70	N	1	1	...	...	...
Amoy	...	30.02	76.2	80	ENE	4	b	6	30.05	76.2	75	W	4	4	...	...	...
Swatow	...	30.07	76.8	82	E	4	b	5	30.07	76.8	67	NNE	2	2	...	...	...
Taihu	11	30.07	76.8	82	E	4	b	5	30.07	76.8	67	NNE	2	2	...	...	...
Taihu	...	30.02	76.2	84	NW	2	b	...	30.01	76.2	66	E	0	0	...	...	...
Tainan	...	30.04	76.9	84	NNE	2	b	...	30.01	76.7	73	ENE	4	4	...	...	...
Koshun	...	30.05	76.3	79	NNE	6	o	...	30.00	76.1	75	NE	4	4	...	...	...
Pescadore	...	29.99	76.1	75	E	4	c	6	29.99	76.1	73	ENE	4	4	...	...	...
Hong Kong	14	30.00	76.0	...	ENE	4	b	6	29.98	76.1	75	ENE	4	4	...	...	...
Gap Rock	...	29.97	76.1	81	E	2	o	...	29.94	76.0	73	SE	4	4	...	...	...
Macao	...	29.94	76.0	78	NE	2	o	...	29.95	76.0	76	NE	4	4	...	...	...
Hoioow	...	29.95	76.0	78	NE	6	c	...	29.97	76.1	70	NE	4	4	...	...	...
Prains Island	...	29.97	76.1	79	E	4	o	...	29.80	75.9	72	NNW	2	2	...	...	...
Phulien	15	29.79	75.6	75	E	4	o	...	29.79	75.6	73	NE	2	2	...	...	...
Tourane	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cape St. James	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Basco	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Aspari	...	29.85	75.1	75	NW	4	o	...	29.80	75.9	75	ENE	1	1	...	...	...
Tuguegarao	...	29.76	75.0	66	W	2	b	...	29.82	75.7	72	ENE	1	1	...	...	...
Vigan	...	29.78	75.2	66	NE	2	o	...	29.78	75.3	71	NNW	2	2	...	...	...
Legaspi	...	29.74	75.3	66	NE	4	o	...	29.79	75.6	75	NW	2	2	...	...	...
Calbayog	...	29.76	75.6	82	NE	4	r	...	29.78	75.6	77	NE	4	4	...	...	...
Tacloban	...	29.75	75.7	86	NE	4	o	...	29.75	75.7	77	NE	4	4	...	...	...
Boho	...	29.71	75.4	81	NE	6	o	...	...	...	...	...	...	...	...	...	...
Cebu	...	29.72	75.4	86	NE	4	o	...	...	...	...	...	...	...	...	...	...
Surigao	...	29.73	75.1	84	ESE	2	r	...	29.82	76.4	79	E	3	3	...	...	...
Suayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Guam	12.22	29.73	75.1	...	NE	4	o	4.22	29.78	75.3	75	ENE	2	2	...	...	...
Yap	11.00	29.74	75.4	...	ENE	1	b	5	29.74	75.4	78	ENE	1	1	...	...	...
Pelaw	...	...	...	...	...	...	...	...	29.80	75.9	78	ESE	3	3	...	...	...
Ponape	...	...	...	...	...	...	...	...	29.83	75.7	81	NE	2	2	...	...	...
Labuan	14	29.79	75.6	88	NE	4	b	6	...	...	...	...	...	...	...	...	...

November 5d. 10A. 41m.—The anticyclone remains central over Japan, and fresh monsoon will prevail along the S.E. coast of China and over the N. China Sea.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 68.03 inches, against an average of 80.76 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON NOVEMBER 6.

- 1.—Formosa Channel
- 2.—South coast of China between Hong Kong and Lamcocks
- 3.—Hong Kong to Gap Rock
- 4.—South coast of China between Hong Kong and Hainan

C. W. JEFFRIES, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, November 5

Barometer	Thermometer	Humidity	Wind	Direction	Force	Weather	Barometer	Thermometer	Humidity	Wind	Direction	Force	Weather
29.99	75	75	77	...	...	...	29.99	75	75	77	...	...	...
Day	at 4 p.m.	10 a.m.	4 p.m.	...	...	...	Day	at 4 p.m.	10 a.m.	4 p.m.	...	...	...

Highest open-air Temperature, 4.75
Lowest open-air Temperature, 5.72
B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

SHIPS IN HARBOUR.

The following vessels were in port yesterday:

Wharves:—Kowloon: Pres. Jackson, Mau Sang, Benavrich, Honolululu Maru, Andre Lebon; A.P.C.—North Point: Utrecht; Douglas Lapaik; Haiyang; Saikong; Wing Lee.

Docks:—Kowloon: Kowloon, Sui An, Planotris, Kwong Sang, Kelanbugan; Taikeo; Amalthius, Storkvikem, Tung On, Liangchow, Shing Cheong, Kentucky, Kaying.

Buoys:—A1 Chenoncaux, A3 Venezia, A4 Korea Maru, A5 Tyndareus, A6 Carabretta, B7 Sui-sang, A10 Kwongtung, B13 Linan, C15 New Mathilde, C17 G.G. Mer-lin, B18 Amur Maru, A25 Taiyetsu Maru, A27 Van Heutz, A28 Tjicon-dari, A30 Tjiconara, B35 Waishing, C35 Helios, B38 Rimtang, C37 Hui-chow, B38 Michael Jensen, C40 Prominent, C41 Clara Jensen, C42 Wong Sek Kung, B51 Takao Maru, B56 Apocy.

HONG KONG TIDE TABLE.

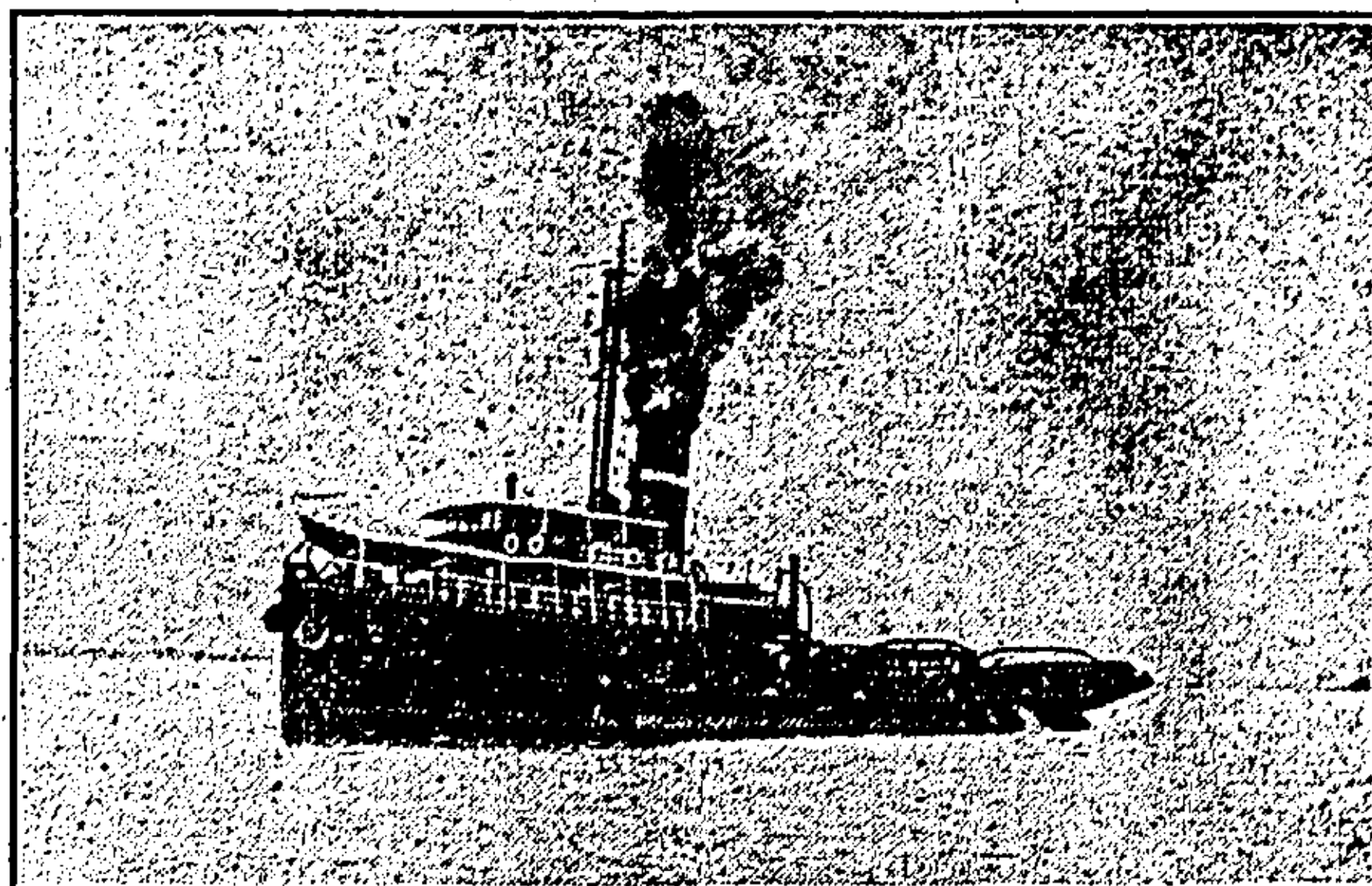
From November 6 to 12 1929

Days of Week	Days of Month	Hong Kong Standard Time	Height	Days of Week	Days of Month	Hong Kong Standard Time	Height
Wed.	6	h. m. p.m.	h. m. p.m.	Mon.	11	3 18	2 3
Thur.	7	No infer. high	No Low	Tue.	12	4 55	1 23
Fri.	8	No infer. high	No Low	Wed.	13	5 42	0 28
Sat.	9	No infer. high	No Low	Thur.	14	6 29	0 23
Sun.	10	No infer. high	No Low	Fri.	15	7 16	0 18
Mon.	11	No infer. high	No Low	Sat.	16	8 03	0 13
Tue.	12	No infer. high	No Low	Sun.	17	8 50	0 08

THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONG KONG.
Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron, Steel and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hong Kong & Whampoa Dock Co., Ltd., Hong Kong, for their own service, 1921. Length 165' B.P., Breadth 24' (m), L.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Works.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"WAISHING"	Wed., 8th Nov., at 7 a.m.
	"HOBSANG"	Sun., 10th Nov., at 7 a.m.
	"HANGSANG"	Wed., 13th Nov., at

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC

TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver

11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

Ship	Leave	Arrive	Ship	Leave	Arrive
EMPEROR OF CANADA	Nov. 16	Nov. 20	Nov. 23	Nov. 30	Dec. 4
EMPEROR OF RUSSIA	Nov. 27	Nov. 30	Dec. 3	Dec. 10	Dec. 14
EMPEROR OF ASIA	Dec. 18	Dec. 21	Dec. 24	Dec. 28	Jan. 1
EMPEROR OF CANADA	Jan. 15	Jan. 18	Jan. 21	Jan. 23	Jan. 26
EMPEROR OF RUSSIA	Feb. 12	Feb. 15	Feb. 18	Feb. 20	Feb. 23
EMPEROR OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 16
EMPEROR OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Mar. 30
EMPEROR OF RUSSIA	Apr. 9	Apr. 12	Apr. 15	Apr. 17	Apr. 20
EMPEROR OF ASIA	Apr. 30	May 3	May 6	May 8	May 11
EMPEROR OF CANADA	May 15	May 18	May 20	May 22	May 25
EMPEROR OF RUSSIA	June 4	June 7	June 10	June 12	June 15
EMPEROR OF ASIA	June 25	June 28	July 1	July 3	July 6
EMPEROR OF CANADA	July 10	July 13	July 16	July 18	July 21
EMPEROR OF RUSSIA	July 23	July 26	July 29	Aug. 1	Aug. 4
EMPEROR OF ASIA	Aug. 7	Aug. 10	Aug. 13	Aug. 15	Aug. 18
EMPEROR OF CANADA	Aug. 20	Aug. 23	Aug. 26	Aug. 28	Sept. 1
EMPEROR OF RUSSIA	Sept. 10	Sept. 13	Sept. 16	Sept. 18	Sept. 21
EMPEROR OF ASIA	Sept. 20	Sept. 23	Sept. 26	Sept. 28	Oct. 1
EMPEROR OF CANADA	Oct. 2	Oct. 5	Oct. 8	Oct. 10	Oct. 13
EMPEROR OF RUSSIA	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Oct. 26
EMPEROR OF ASIA	Oct. 25	Oct. 28	Oct. 31	Nov. 3	Nov. 6
EMPEROR OF CANADA	Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 23

(Regular Sailing Hour NOON.)

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONG KONG-MANILA SERVICE

Ship	Leave	Arrive	Ship	Leave	Arrive
EMPEROR OF RUSSIA	Nov. 23	Nov. 25	EMPEROR OF ASIA	Dec. 14	Dec. 16

CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES

PAYABLE THE WORLD OVER

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 792. Cable: "GACANPAC." Freight and Express: Tel. C. 42. Cable: "NAUTILUS."

N.Y.K. LINE

REDUCE THROUGH TICKETS TO EUROPE via U.S.A.

VARYING FROM \$23 TO \$120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

KORU MARU ... Wednesday, 13th Nov.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

SHIDZUKA MARU ... Monday, 2nd Dec.

LONDON, Marseilles, Antwerp, Rotterdam, via Singapore, Penang, Colombo & Suez.

ATSUTA MARU ... Saturday, 16th Nov.

KASHIMA MARU ... Saturday, 30th Nov.

SYDNEY & MELBOURNE via Manila & Ports.

KAGA MARU ... Wednesday, 20th Nov.

TANGO MARU ... Wednesday, 28th Dec.

BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU ... Monday, 11th Nov.

TOYOKU MARU ... Wednesday, 27th Nov.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

ANYO MARU ... Sunday, 22nd Dec.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

WAKASA MARU ... Friday, 8th Dec.

NEW YORK, BOSTON via PANAMA.

TSUYAMA MARU ... Saturday, 9th Nov.

ASUKA MARU ... Wednesday, 20th Nov.

LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.

TOYOKU MARU ... Friday, 15th Nov.

CAIRO via Singapore, Penang & Rangoon.

BENGAL MARU ... Sunday, 10th Nov.

MALACCA MARU ... Saturday, 16th Nov.

SHANGHAI, KOBE & YOKOHAMA.

MUROBAN MARU (omit S'hai) ... Wednesday, 6th Nov.

SUWA MARU ... Monday, 11th Nov.

+ Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information, apply to NIPPON YUSEN KAISHA.

Telephone: C. No. 292, 3397 and 3321. (Private exchanges to all Depts.)

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AUSTRAL-CHINA NAVIGATION CO., LTD.

Service to Australia & South Sea Ports.

NEXT SAILING.

S.S. "CABARITA" on NOVEMBER 14th.

For MANILA, SANDAKAN, RABAU, SYDNEY, MELBOURNE AND ADELAIDE.

ACCOMMODATION FOR 1st, 2nd CLASS AND STEERAGE PASSENGERS IS AVAILABLE.

For Freight and Passenger Information, Please Apply to

DODWELL & CO., LTD.

Queen's Building Tel. C. 1000.

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 16,110 TONS;

THROUGH CARGO

28,400 TONS.

Cargo returns shown at the

Harbour Office during the 24 hours

ended at 9 a.m. yesterday by

vessels arriving in Hong Kong were

as follows:

Cargo for Through

British H.K. Ports.

Canton 340

Suisang 1,210

Emp. of France 640

Vancouver 770

Linan 250

Denver 1,120

Middlebrook 2,500

Takada 1,300

Yokohama 1,410

Tyndareus 2,650

American 7,290

Pres. Jackson 3,100

S. Francisco 1,870

Norwegian 1,870

Samarindo 20

1,740

1,740

Danish 1,200

French 1,900

Japanese 10

940

940

Taiyetsu Maru 4,180

Amur Maru 20

6,800

Honolulu Maru 680

4,670

Kifunetani Maru 3,040

1,020

Chinese 3,740

19,770

Wong Sek Kung 1,900

Tak Hing 80

1,080

Total 16,110

28,400

DAILY WATERFRONT NEWS.

WRECK OF SCHOONER.

Captain R. J. J. Sneddon of the

s.s. Suisang (British) arriving here

from Osaka and Amoy reports hav-

ing passed the wreck of a schooner,

bottom up, in Lat. 31° 14' N., and

Long. 133° 18' E. (Inland Sea).

Wireless warnings and statements

have been sent to all ships.

Passenger Traffic Figures.

The passenger traffic figures for

the week ending November 4, are

posted at the Harbour Office as

under:

Ocean going steamers 12,313

River steamers 9,763

Junks and launches 571

441

Total 32,652

36,334

Boarding Without Permission.

For going on board the s.s.

Tanda, lying alongside the Kow-

loon Godown Wharf, without per-

mission of the officer in charge, an

odd-job cop was fined \$10 or ten

days' hard labour by Mr. T. W. H.

Hosgood at the Marine Court

yesterday morning. The defendant

pleaded guilty.

ASIATIC DECK PASSENGERS.

The following vessels brought

Asiatic deck passengers to the

Colony during the 24 hours ended

at 9 a.m. yesterday:

Suisang (Br.) Osaka, Amoy 127

Emp. of France (Br.) Van-

couver, Shanghai 707

Takada (Br.) Yokohama, 308

Amoy

Tyndareus (Br.) Tacoma, 138

Hubro (Nor.) Samarindo, 29

Michael Jensen (Dan.) Sin-

gapore, Hoihow 136

André Lebon (Fr.) Yoko-

hama, Shanghai 16

Wong Sek Kung (Chi.) Sai-

gon 12

Tak Hing (Chi.) Amoy 79

Lee Cheung (Chi.) Shamai 107

Total 1,733

ARRIVALS.

November 4.

Hubro, Norwegian str., 1,028 tons, Capt. H. Haugen, from Samarinda, Yaumati - Thoreson & Co.

Michael Jensen, Danish str., 1,243 tons, Capt. H. Jensen, from Hoihow, No. 308 - Chin Seng Hong.

November 5.

Amur Maru, Japanese str., 4,523 tons, Capt. I. Kawasaki, from Shanghai, buoy No. A24 - C.S.N.

André Lebon, French str., 7,373 tons, Capt. A. U. Flahut, from Yokohama, Kowloon Wharf - M. M. & Co.

Benavoli, British str., 5,000 tons, Capt. Small, from Manila, Kowloon Wharf - Gibb Livingstone.

Chenoncaux, French str., 4,280 tons, Capt. M. Claim, from Manila, Kowloon Wharf - M. M. & Co.

Linan, British str., 1,338 tons, Capt. W. J. Larner, from Canton, buoy No. B13 - B. & S.

Michigan, American str., 3,474 tons, Capt. R. C. Rickner, from Kobe, Stonecutters - States S.S. Co.

Taiyetsu Maru, Japanese str., 2,859 tons, Capt. Tanaka, from Hoihow, buoy No. A25 - Y.K.K.

T.S.M.V. Java, Norwegian str., 5,215 tons, Capt. E. M. Mayer, from Yokohama, North Point - Pure Cargo Mollasses & Co.

Tyndareus, British str., 7,172 tons, Capt. J. W. B. Findlay, from Osaka, buoy No. A5 - B. & S.

Washing, for Swatow.

CLEARANCES.

November 5.

André Lebon, for Saigon.

Anking, for Pass. Thon.

Chenoncaux, for Shanghai.

Emp. of France, for Manila.

Huiyang, for Swatow.

Hubro, for Canton.

Kwong Tung, for Hoihow.

Linan, for Amoy.

Michael Jensen, for Swatow.

Michigan, for Manila.

New Mathilde, for Hoihow.

Planorbis, for Miri.

Pres. Jackson, for Manila.

Suisang, for Singapore.

T.S.M.V. Java, for Manila.

Washing, for Swatow.



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NEW YORK, BOSTON & BALTIMORE ... AMERICAN AND MANCHURIAN LINES

"CITY OF WINNIEPEG" ... via Suez Canal ... 3rd December

"URBINO" ... via Suez Canal ... 31st December

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